The New-York Times.

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NOTES FROM ALBANY.

The College Land Scrip—A Question of Privilege—The Newspaper Steal—Constitutional Amendments.

From Our Own Correspondent.

ALBANY, Friday, May 16, 1873.

Mr. McGuire rose to a question of privilege this morning, in regard to the letter from Mr. Ezra Cornell, which has been published. He said it made the charge against him (McGuire) that the statements he had made in the matter of the land scrip funds were false and malicious in every particular; hence he felt it was only due to himself that he might reply. Taking up Mr. Cornell's letter, he read it clause by clause, and as the conclusion of the whole declared that Mr. Cornell had denied the immaterial points in the matters alleged against him, but all the important and graver subjects he had passed over without notice. Mr. McGuire then read from the letter of Mr. Rooker, which appeared in THE TIMES, statements which he claimed sustain the charges he had made against Mr. Cornell. "Mr. Rooker, a personal friend of Mr. Cornell's," continued Mr. McGuire, "says the lands were contracted to be sold at $1 30 per acre to one John McGraw and a Brooklyn man, which was what I said; he says that no settlement has yet been made, which was what I said; he says that others of these lands were to be disposed of to a land company, which was what I said. That company is the International Improvement Credit Mobilier Company, for the incorporation of which there is a bill now in the Senate. I did not want this discussion about the bill. I asked Mr. Husted, who introduced it, to allow it to be recast in such shape as would make it just to the State and to Mr. Cornell. That just privilege was denied to me, and there remained nothing for me to do but to expose the whole matter on the floor of this House." Mr. Husted then rose, and in reply to a request which Mr. McGuire had made, that he should declare whether he had not stated the truth, said Mr. McGuire had come to him when the bill was printed and told him that he should have to oppose it if it were not amended. Mr. Husted inquired why. The reply was that the bill was a bad one and unjust. Mr. Husted answered that he should look the matter up; if he found the bill was fair he should defend it as best he might; if not, he should not take any further action on it. He added that the Speaker had expressly refused to allow it to go to the standing committee, or to be put forward out of its place on the calendar. This ended the affair; but afterward, Mr. McGuire complained privately in bitter terms that Mr. Husted had misrepresented the case and done him injustice in representing that he had been slack in his efforts to get the bill amended before any trouble was made about it. In the Senate the same subject came up by Mr. Johnson's calling up the concurrent resolutions offered by him yesterday. He made a speech of some length on the subject, in which Mr. Cornell was rather roughly handled. Mr. Woodin replied, in defense; and on motion of Mr. Lewis the resolutions were amended by striking out the names of the commissioners and leaving the Governor to appoint them. In this form they were adopted.

THE NEWSPAPER CLAIMS.

The Senate bill on this subject, which is simply that drawn by Mr. Crary with amendments inserted, was considered in Committee of the Whole this morning, Mr. Woodin appearing as its champion. The character of the amendments has been before adverted to. They make the bill as efficient an instrument for abstracting money from the City Treasury as a burglar's jimmy. When the bill came up, Mr. Tiemann moved to amend so that no claims should be paid unless legally authorized.

Mr. Woodin said the committee had experienced a great deal of difficulty in arranging this bill so as to meet the requirements of the occasion. Some of these claims might be fraudulent, but it was only just to all concerned that they should be granted the privilege to appear before the commission and be heard. Many heads of departments, in good faith, had ordered printing when they had no legal authority to do so, and if Mr. Tiemann's amendment was adopted there would be an end to the whole matter.

Mr. Tiemann replied that all he desired was to do right, no matter how it was attained. He did not want to deprive any man of his just claims, but should like to reach those who had presented fraudulent ones.

After more debate, Mr. Tiemann's amendment was adopted. Further amendments were made, one making a resolution of the Common Council sufficient authority for any printing it called for; another, striking out the exceedingly objectionable clause making the decisions of the new board final only when accepted by the claimant. The bill still leaves a majority vote of the board sufficient to pass a claim, instead of a concurrent vote, and allows all claims down to the current month to go before the board. Another amendment disqualifies any person holding a City or County office from serving on the commission. (The claimants were evidently afraid the Controller would be appointed one of the board.) The bill was then ordered to a third reading.

The subcommittee of the House have reported the Crary bill, and it is also ordered to a third reading. The amendments made to it are mainly verbal. Strong efforts were made to get in some as objectionable as those made to the bill in the Senate Committee on Cities, but Mr. Herring, of Westchester, stood guard over it, and fought them off.

ADJOURNMENT AND THE CONSTITUTIONAL AMENDMENTS.

The House had an animated discussion on this subject this morning, when the concurrent resolutions of the joint committees came up. The question was on Mr. Rose's amendment that the House adjourn *sine die* on the 23d inst., and that it meet again to consider the constitutional amendments, when the Governor shall call it together for that purpose. Several amendments were offered to this—some extending the time for the adjournment, others relating to the consideration of the amendments. They were all voted down. The point was then made that the resolution of Mr. Rose embraced two distinct propositions, and a division of the question was called for. The Chair ruled that it was divisible, and the question was first taken on that clause fixing the time for adjournment. It was adopted by a vote of almost two to one. Then the second clause, relating to the extra session, was voted on, and it was defeated by a vote almost as decisive as the former. This leaves the whole matter of the consideration of the amendments an open question; but the extra-session project may safely be regarded as dead. Notwithstanding the session is so near its end, the House would not stay here to-morrow. This seems like running the Saturday holiday business into the ground, but the members will have their own way, no matter what the leaders desire. No debate was allowed. Batcheller's amendment to the usual resolution, that a session be held this evening, was voted down, and the resolution was adopted—35 to 61. The Senate, with a better sense of the requirements of the hour, voted to remain over.

MISCELLANEOUS.

The concurrent resolutions to amend the constitution in regard to the funding of the canal debt have been disagreed to by the House, so far as the amendments made to it by the Senate are concerned, and a conference committee has been appointed.

For the remainder of the session the five-minute rule will be applied, and members will be permitted to speak only once to the same subject. Mr. Rose's resolution to this effect has been adopted by the House.

The bill to provide for a settlement between the City and ex-Sheriff O'Brien of the claims of the latter in connection with the fees of the Sheriff's office, has been recalled from the Governor for amendment. It is understood the Governor objected to the bill in its present form, and intimated that it must be amended before he would sign it.

The Senate went consent to have the Gatling gun appropriation struck out of the General Appropriation bill, and another conference committee has been appointed.

THE ERIE REPORT.

The Erie Investigating Committee made their report this morning, which was laid on the table and ordered printed. Rough printed slips of the report were distributed about, and it was interesting to observe those kindred spirits, A. D. Barber and Van Vechten, eagerly looking over them in the hall outside, and apparently pointing out to each other those parts which more particularly concerned them. Mr. Crary also presented the bill referred to in the closing paragraphs of the report, and by unanimous consent it was ordered to be printed immediately and placed on the files of the House. It may be in place to observe here that the gentlemen composing the committee enjoy the entire confidence and respect of the House, and were especially selected by the Speaker because of that fact.

THE ERIE COMMITTEE'S BILL.

Following is a copy of the bill introduced in the House by Mr. Crary, from the Erie Investigating Committee:

AN ACT to regulate the leasing of railroads:

SECTION 1. No railroad company organized or incorporated under the laws of this State shall lease or operate the railroad franchises or property of any other railroad company within the United States, except as otherwise provided in this act, nor shall any railroad company organized or incorporated under the laws of this State, lease its railroad franchises or property to, or permit the same to be leased or operated by any other railroad company within the United States, except as otherwise provided in this act.

SEC. 2. Any railroad company organized or incorporated under the laws of this State, whose line of said railroad shall have been actually constructed, may lease the railroad franchises and property to any other railroad company organized or incorporated under the laws of this State, whose railroad shall also have been actually constructed; provided the road forms a continuous, immediately connecting line and is not a parallel or competing line with the road proposing to take such lease.

SEC. 3. The lease authorized to be made by the preceding section shall be made under the conditions, provisions, and restrictions hereinafter provided and contained, and not otherwise.

1. The directors of the companies proposing to make an arrangement by lease may enter into a joint agreement under the corporate seal of each company prescribing the terms and conditions of such lease, the terms and manner of carrying the same into effect, and the provisions for the security of the obligations therein contained, with such other details as shall be necessary for the perfecting of such lease.

2. Said agreement shall be submitted to the stockholders of each of the said companies or corporations at meetings thereof, called to be held separately for the purpose of taking the same into consideration. Notice of the time and place of holding such meetings, and the object thereof, and the terms and conditions for the proposed lease, shall be given by each of such companies to its stockholders by written or printed notices addressed to each of the persons in whose name or names the capital stock of such companies shall be standing on the books thereof; which notices shall be delivered to such persons respectively, or sent to them by mail when their post-office address is known to the company, at least sixty days before the time of holding such meeting; and such notices shall also be published daily for at least six weeks in some newspaper, if any, printed in the city, town, or village where such company has its principal office or place of business; and also in one or more newspapers printed and published in the City of New-York, when such stock shall be held by a corporation other than municipal, such service shall be made by delivering or mailing such notice to the president or treasurer of such corporation, and when the same shall be held by a city, village, or town, such service shall be made by delivering or mailing such notice to the mayor of such city, the president or other chief officer of such village, or the supervisor of such town. At such meetings of stockholders the agreement of said directors shall be considered, and vote by ballot taken for the adoption or rejection of the same, each share entitling the holder thereof to one vote; said ballots may be cast in person or by proxy, and if three-fourths of all the votes of all the stockholders of the companies shall be for the adoption the said agreement, then that fact shall be certified thereon by the secretaries of the respective companies under the seals thereof, and thereupon such lease so adopted by, at least, three-fourths of the stockholders of each of said companies and so certified shall be filed in the office of the Secretary of State, and upon such filing such lease shall become valid and operative.

SEC. 4. The leasing of any railroad shall not authorize such railroad to be used or operated in a manner inconsistent with the charter of the railroad so leased or the laws applicable thereto; nor shall such leasings release or discharge the railroad so leased from any of the restrictions, liabilities, obligations, or duties of the corporation whose railroad shall be so leased, but all such restrictions, liabilities, obligations, and duties shall devolve upon and be observed and performed by the corporation seeking such lease.

SEC. 5. This act shall not apply to street railroads.

SEC. 6. All laws inconsistent with the provisions of this act are hereby repealed.

SEC. 7. This act shall take effect immediately.

LOUISIANA.

Arrival of Prisoners in New-Orleans—The Grant Parish Massacre.

Special Dispatch to the New-York Times.

NEW-ORLEANS, May 16.—Ten prisoners from St. Martinsville arrived in this city this afternoon. It is probable they will be brought before United States Commissioner Bond, for examination, on Monday next. The prisoners were received at the steam-boat landing by a great crowd of rebel sympathizers, who attempted to take the horses from De Blanc's carriage, but that worthy would not consent.

The investigation of the Grand Jury in the Grant Parish case, has resulted in the disclosure of the most horrible atrocities. The facts connected with that most infamous massacre, are of the most startling description, and a vigorous prosecution of the perpetrators will shortly be made.

Murder After a Strange and Bitter Controversy.

ST. LOUIS, May 16.—Charles W. Guthrie shot and killed his brother-in-law, Charles W. Weaver, here, last night. About a year ago Guthrie married Miss Weaver, having been in partnership with her father. Last January the wife died, and Weaver, suspecting foul play, had the body taken up and examined by the Coroner. About the same time Weaver attempted to shoot his son-in-law, but missed him. Guthrie brought suit two days ago to recover the casket and shroud inclosing his deceased wife, from the Weavers. Last night Guthrie met two of the younger Weavers in the western suburbs, and in an altercation drew his revolver and killed one of them and then gave himself up to the police. All the parties are respectable.

Released from the Inebriate Asylum by Habeas Corpus.

BINGHAMTON, N. Y., May 16.—Judge Balcom decided, this morning, in the habeas corpus proceedings pending before him, on behalf of W. H. Hasbrouck, that he be discharged from the custody of Daniel S. Dodge, Superintendent of the New-York State Inebriate Asylum. The discharge of Mr. Hasbrouck was on the ground that the act under which he was committed is unconstitutional. Judge Balcom affirms his former decision in the matter of Adrian Janes, reported in thirtieth Howard's Practice Reports, 446.

The Bogart Court-Martial—The Accused in a Penitent Mood.

SAN FRANCISCO, May 16.—The trial of Bogart by court-martial, at Mare Island, has ended. The prisoner made a clean breast of the transactions. On receiving-ship Vermont, he said all he did was by direction of Paymaster Clarke. He confessed his desertion and appealed to the Judges that for all his offenses he has suffered enough already. He has been indicted six times, imprisoned, and had a judgment for $20,000 over his head four years. Decision was reserved.

The Body of Lusignani.

MORRISTOWN, N. J., May 16.—At a late hour last night the cemetery officials agreed to receive the body of Lusignani, and it was removed to the receiving-vault, where it will remain for a short time, in case the friends are still disposed to claim it, and, if not, it will then be buried in the cemetery.

The Convention of Governors in Georgia.

ATLANTA, Ga., May 16.—The Mayors and Councils of Rome, Columbus, Macon, Brunswick, Savannah, and Augusta, have offered the hospitality of their respective cities to the delegates attending the convention of Governors to meet here on the 20th inst. The railroads are preparing for a grand excursion to these places and the sea-board. They have also arranged to pass the Governors free going to and returning from the convention, and for a half-fare ticket for other persons.

BILLIARD CHAMPIONSHIP.

The Cue Changes Hands—Exciting Contest Between Daly and Dion—Daly the Winner.

Tammany Hall last night was well filled with the prominent billiardists and amateurs of the country, drawn together to witness the billiard match for the championship of the United States and $1,000, between Cyrille Dion, the holder of the champion cue, and Maurice Daly. The betting upon the game at the start was largely in favor of Dion, the odds being $100 to $60, with some as low as $100 to $50. The referee in the game was Mr. Morse, of Boston. Michael Geary announced the conditions of the game. Neil Bryant acted as umpire for Maurice Daly, and Mat. Hewins, of Hartford, for Cyrille Dion. The game commenced at 8:20. Dion won in stringing, and played off to the lower right-hand corner. Daly followed and scored 3, pocketing his opponent's ball. Dion followed with 6. One or two bad shots followed, and Daly ran 33. Dion supplemented this with a score of 39, but slipped up on an easy cushion-shot in the upper corner. The balls were left handily, and Daly worked them about until he succeeded in scoring 39. Dion missed and Daly followed suit. Then Dion, pocketing Daly's ball, managed to run 42, and left the balls inside the string. Daly banked and missed. Dion again took the cue in hand and scored 34. Daly scored 9. Dion, trying his luck, added 21 to his string. A few poor shots followed, and Dion scored 30. Daly recovered from his poor play slightly, running 40, and played in the pocket for safety. Dion played safety as an offset, and Daly only added 9 to his string. The shot he missed was remarkably easy, and all the balls were left outside the string. Of course his antagonist improved the opportunity afforded, and, starting with everything in his favor, was not long in working the balls around into position, when he ran 75. The game at this point stood Dion 253, Daly 133. Daly only succeeded in getting 30, again leaving the balls where his antagonist of the champion cue scored 21, with a splendid safety play, not sending his ball in the pocket, but leaving it just outside, where Daly must, of necessity, shoot it in. Daly's score was only 6, and the following one by Dion was just equal. Daly worked the balls into the lower right-hand corner, and, by careful playing and nursing adroitly, closed up the gap in the string by a run, up to this time the largest of the game, of 195. Immense applause followed this run. The score at this point stood Daly 365, Dion 280. Dion worked up to Daly's score by a run of 66, executing several brilliant shots, which called forth loud applause from the assemblage. Daly slipped up on a difficult shot, and Dion improved the opportunity to score 72, which materially increased his chances of retaining the championship. The game at this point stood, Dion 418, Daly 365. Daly, after a run of 33, pocketed Dion's ball and played inside the string for safety, with the two reds also inside. Dion missed, and Daly only made 3, when his antagonist put in a run of 60. Daly missed, and Dion scored 16. Daly tried his best to decrease the points between his own score and that of his adversary, and made 60 but slipped up on a kiss-shot. Many of the persons in the hall were of the opinion that Daly counted, and a loud hissing followed Dion's appearance at the table. Dion kept up his nerve, as he always does, and worked the balls dexterously, chasing them about the cushion and past two corners until he scored 147. Here Dion's score stood 642, Daly 461. The assemblage continued to grow larger as the game progressed, and the most intense interest was manifested, as the players, growing warmer, began to execute their most brilliant shots, without regard to consequences. Daly tried his best to decrease his antagonist's advantage and scored 63. Dion only made one shot. Then a dispute ensued in regard to Daly's last score, several of the spectators affirming that Daly made 66. Dion maintained that only 63 were made. At this juncture the marker took up his hat and left the hall. Michael Geary then announced that Mr. Moute would mark the game, which being satisfactory to both of the interested parties the game progressed. Daly then scored 21. Dion, with a safety-shot at the close, ran 84. Several uninteresting shots for safety ensued, but Daly put an end to the monotony by a succession of brilliant shots by which he managed to score 195. At this point the game stood—Daly, 787; Dion, 732. A dispute ensued regarding the last shot, and Daly, claiming that his run was not finished, took his coat and left the house, the decision of the referee being against him. Dion continued with his run, scoring 33. The game at this point stood—Daly, 787; Dion, 765. Great excitement prevailed in the house, many of the spectators claiming that Daly had left the house to gain an intermission which he asked before the game, and which was not granted. Others thought that Daly would not return. Daly finally returned, and without saying a word picked up his cue and made a difficult draw-shot. The run was short, however, and Dion followed with 63. Daly made 12, and played for safety, leaving his ball in the lower left-hand corner, close by the pocket. Dion did not seem to care for this piece of strategy, but manipulated the ivories so skillfully that he scored 43. Daly scored 15, leaving Dion's ball in the pocket, and the others in the string. For the first time in the game Dion tried the mace, but missed. Daly only scored 3, and left the spheres for Dion, who worked them about until the marker announced that he had scored 45, and the game at this point stood Dion 917, Daly 835.

An uninteresting series of shots and misses followed, and Daly made a run of 54. At this point the game stood Dion 932, Daly 912. Dion again had a bank-shot left, but he played for safety, leaving his ball in the lower pocket. Daly scored six and left the balls in the string. Dion played for safety again in the lower pocket. Daly tried a safety-shot, Dion banked and missed. Daly did not profit much, only scoring 8. The applause and hisses at this time grew so annoying that Dion refused to play until he could proceed without interruption. Order was finally restored, and Dion ran 24, closing by his ball going in the pocket. Daly scored a few and Dion followed with a run of 117. The game at this point stood, Dion 1,153, Daly 940.

Daly's nerve seemed to be giving out, for, with a splendid leave, he only made 3, although Dion let up with 6. Daly then followed with a run of 21, but played for safety. Dion made the shot, but that was all, for his antagonist had the best of the balls then, running 60. At this point the game stood Dion 1,161, Daly 1,028. Some lively manœuvring took place, which ended in Daly running 98. Dion then scored 66, missing on an easy shot. The game stood Dion 1,228, Daly 1,124. Amid the greatest excitement Daly ran 81, the spectators evidently believing that the game would be finished before he let up; but Dion had another chance—all he had to show for it, however, was 15. Then Daly scored 12. The game at this point stood Dion 1,243, Daly 1,223. Dion shot in the pocket, and Daly scored 15. Dion took a "bank" shot, but missed; Daly only scored 3. Dion added 9; Daly made 99. The game at this point stood Daly 1,340, Dion 1,255. Dion made 6, and his next shot was a push, and the referee ruled it out. Then Daly followed with a run of 160, ending the game. During the last run the wildest excitement prevailed in the hall, and it was with difficulty that Daly could play owing to the applause and stamping of feet, which disturbed the table. As soon as the game was won, Dion congratulated Daly upon his success, and the latter was borne out upon the shoulders of his numerous friends to the billiard-room of Chris. O'Connor, near by, where a general rejoicing ensued of the most enthusiastic nature. There were 56 innings in the game. Daly's average was 26 11-14. Dion's was 24 1-28. The time of the game was four hours and fifteen minutes. The score stood Daly 1,500, Dion 1,346.

The Cuba Cable—Communication Reopened.

KEY WEST, Fla., May 15.—Owing to the ability and energy of Capt. Ralph Chandler of the United States Navy, who was detailed by the Secretary of the Navy for the work, communication between here and Havana by cable has been reopened. The country and the company are under obligations to Capt. Chandler and the Navy Department.

WASHINGTON.

Return of the President—The Union Pacific Suit—Senator Casserly Returns the Back Pay.

Special Dispatch to the New-York Times.

WASHINGTON, May 16.—The President and Gen. Babcock returned from New-Haven at 10½ o'clock to-night.

UNION PACIFIC AND CREDIT MOBILIER.

The attorneys for the Government in the Credit Mobilier suits will not make public a full copy of their bill in equity until it is filed in the United States District Court at Hartford, next week.

SOCIAL LIFE—AN INCIDENT.

Though Washington is preparing to settle down into its Summer dullness, yet the pleasures of society are not all at an end by any means. Those who remain until the warm weather comes enjoy the most delightful period of a residence in Washington, as this is just the season for outdoor fêtes and afternoon parties. Mrs. Admiral Dahlgren to-day gave a lunch party at her residence in honor of Mrs. Almira Lincoln Phelps, the well-known authoress. Mrs. Phelps is upwards of eighty years of age, but bears her years remarkably well, as witness the fact that she has written a new book within a year. There were present Secretary and Mrs. Delano, Gen. and Mrs. Garfield, Mrs. Judge Swayne, Col. Freyre, the Peruvian Minister; Mrs. Freyre and Miss Freyre, Marquis de Noailles, the French Minister, and the Marquise; Marquis De Chambrun and the Marquise, Señor Borjes, the Brazilian Minister; Miss Esmeralda Boyle, the poetess, Col. Donn Piatt and wife, and many others.

Dispatch to the Associated Press.

INTERNAL REVENUE.

The internal revenue receipts for the present month have reached nearly $7,000,000, and the receipts for the fiscal year to date are $100,129,000. The estimated receipts for the present fiscal year were $110,000,000, and the probabilities, judging from the receipts during the past month, are that they will be exceeded from $3,000,000 to $5,000,000.

SENATOR CASSERLY'S BACK PAY.

The Secretary of the Treasury has received the following letter from Senator Casserly:

WASHINGTON, May 14, 1873.

Hon. William A. Richardson, Secretary of the Treasury:

SIR: I send herewith, indorsed to your order, the proceeds to be paid into the Treasury, the draft of this date of the Secretary of the Senate for $970 40, received by me from him, as being the full amount coming to me under the law giving to members of Congress increased back pay. If I add a word it is that what I do may not be construed to the prejudice of others. For reasons which I deemed sufficient, I voted against the provisions for the increase of salaries on every stage of the bill, not excepting the final stage—the adoption of the conference report. These reasons embraced several objections to the measure, of which that to the increased back pay was but one. They had little if any reference to the increase of pay in the future. Having so voted throughout, I find it more satisfactory to myself personally to decline the amount to which I am entitled as increased back pay. In taking this course, I would not be held as reflecting in the least on members of Congress who see their way clear to the adoption of the opposite course. Many of them are so well known as honorable and disinterested men in their public and private life, by those who know them best, as to make it impossible, for me, at least, to impugn their motives or deny their good faith. Very truly,

(Signed,) E. CASSERLY.

A NEW BANK WITHOUT CIRCULATION.

The Controller of the Currency to-day authorized the Union Market National Bank, of Watertown, Mass., to commence with a business capital of $100,000. As the quota of circulating notes for New-England is already absorbed, this bank will be obliged to make arrangements with other banks in that section, or wait to obtain notes from some institution which may suspend business, by liquidation or otherwise, and this principle will apply to all divisions of the country under like circumstances.

CONSULS RECOGNIZED.

The President has recognized Tetsnoske Temita as Vice Consul of Japan, to reside at New-York; Stephen A. Mareno, Vice Consul of Uruguay, at Pensacola; Charles Mason, Vice Consul of her Brittanic Majesty for San Francisco; Emile Karst, Consular Agent of France, at St. Louis; Jules Berton, Vice Consular Agent of France, at Sacramento.

PROMOTION OF IMMIGRATION.

The Chief of the Bureau of Statistics has received a letter from the United States Consul at Belfast, Ireland, in which, after acknowledging the receipt of a large number of immigration reports, he says: "I am happy to tell you that most of the books have been distributed, and they are producing the results intended by their publication. During the month of April just passed some 3,300 of the flower of the youth of the agricultural districts have left this port for the United States, and still they go. I would strongly recommend the publication of another edition of the book. I could distribute 10,000 in my district to very great advantage."

INDIANS' GOODS.

Letter of Mr. Stuart, of the Indian Board, Referring to the Alleged Unfairness in Awarding Contracts.

Special Dispatch to the New-York Times.

WASHINGTON, May 16.—Commissioner Smith, of the Indian Bureau, in compliance with the request of the Secretary of the Interior, is investigating the complaints of the disappointed bidders for the contracts to supply the Montana Indians with beef and flour. These are the only contracts which are being investigated.

Dispatch to the Associated Press.

PHILADELPHIA, Penn., May 16.—The following letter was sent to-day to the Secretary of the Interior:

Hon. C. Delano, Secretary of the Interior, Washington:

SIR: My attention as Chairman of the Purchasing Committee of the Board of Indian Commissioners has been called to charges of unfairness in the recent awards of contracts for Indian supplies, and, having learned that it is your intention to investigate any cases in which complaints are made, I write in behalf of myself and colleagues to say that a full and thorough examination will meet with our most hearty approval. The Board of Indian Commissioners having no selfish ends to serve, and nothing to hide, desire that all their actions shall be open to the public; and even when complaints are indefinite and totally unfounded, as they are in the present case, we ask that the fullest opportunities be given to all parties to be heard, and the result of such hearing be given to the Press. It may be well to refer to the fact that all awards were made by us by law, as they are required to be by the Commissioner of Indian Affairs, Hon. E. P. Smith, and not by our board, which is an advisory body. We are glad to say, however, that every award met with the unanimous approval of our committee, consisting of Messrs. Robert Campbell, of St. Louis; John V. Farwell, of Chicago; Wm. E. Dodge, of New-York, and myself; and also of Messrs. Felix R. Brunot, Pittsburg, and Nathan Bishop, of New-York, members of the board, who were present. The representatives of the Interior Department, consisting of Hon. B. R. Cowan, Assistant Secretary of the Interior, and others, associated, by you, with him, most cordially concurred in the decisions of the Commission in every award. In no case was an award made without the unanimous approval of these three bodies, representative of the Government.

When our board was called upon to supervise the awarding of these Indian contracts we found little or no fair competition, scarcely more than a score of bids were received, and a half a dozen contracts covered all the lettings. We found powerful rings opposing us at every step. Our desire was to open competition, and to do this it was necessary to remove all suspicion of unfairness. With this end in view, the receiving of bids and awarding of contracts were removed from Washington to New-York, the largest market in the country, where bids were opened and received in public. And after a full comparison of bids and samples, awards were made which were published in the Daily Press, the contracts being open to any one wishing to compete for them. The following clause is part of all the advertisements:

"The right is reserved to reject any or all such proposals if such a course should be deemed for the interest of the Government."

Our committee, acting in concert with their colleagues, exercised this right so far as they deemed it necessary to protect the Government from persons, either as principals or partners, who have in the past been connected with or been members of old "Indian Rings," who were afraid to bid in their own names, covertly using the names of others.

In regard to awards, we would say, that in every case they were made to the lowest and best bidders. As to the result of the present system of letting it is only necessary to say that 284 bids, representing over 200 different firms and individual bidders were received, and 57 contracts were awarded. As to the prices obtained, compared with those under the old system; Beef ranged from $1 95 to $2 76 per 100 pounds, against as high as $6 50 per 100; flour from $1 50 to $3 50 per 100, against prices at the same agencies, ranging as high at times as $14 per 100, and other articles were at almost as marked a difference. That parties who have in the past supplied the Indian Department with goods at these prices should be dissatisfied with the present system is not to be wondered at. Expressing again the wish that every opportunity for investigation may be given to all persons who are dissatisfied with the awards, and knowing that your action in the premises will meet with our approval,

I am, with much respect, Yours truly,

GEORGE H. STUART,

Chairman of the Purchasing Committee, Board of the Indian Commission.

THE PRESBYTERIANS.

Proceedings of the General Assembly in Baltimore Yesterday.

BALTIMORE, May 16.—The General Assembly of the Presbyterian Church of the United States met promptly at 9 o'clock. Prayer was offered by Rev. David Hervey. The Committee on Standing Committees submitted their report, embracing and naming the list of the standing committees, which was adopted. The moderator stated that according to rule the committees should organize this afternoon. Dr. Hatfield, stated clerk, read the docket, or orders of business of the assembly, containing thirty subjects, some of them including many subdivisions. The docket was adopted. The roll of the assembly was ordered to be printed.

The synods were then called upon the synodical record, and the following answered, handing in their record: Baltimore, Cleveland, Erie, Albany, Harrisburg, Illinois, Central Iowa, North Iowa, South Kansas, Missouri, Tennessee, and New-York. The presbyteries were then called upon for statistical reports, narratives, and other presbyterial papers. Some were handed in, but the majority were reported "not yet ready," or "on their way by mail." The reports were referred to a special committee, consisting of Rev. Drs. Otterburg and Chambers.

The annual reports of the Board of Home Missions and the Board of Education were handed in. Monday, from 12 to 2 P. M., was set apart for receiving and considering the report of the Committee on Benevolence and Finance. The report of the Special Committee on Manses was submitted and read by the chairman, Rev. Joseph M. Wilson. It recommends that the assembly issue a "deliverance" covering the necessity of building manses, recognizing their importance as a depository for preserving the history of the church, and to this end the synod and presbyteries are requested to take proper action. The report was referred to the Committee on Church Erection.

THE NATIONAL CENTENNIAL.

The report of the committee of thirteen, of which James Ross Snowden is chairman, appointed by the last General Assembly, to consider and report to this assembly whether it was expedient and appropriate that the Presbyterian Church of the United States should take part in the centennial celebration of American independence at Philadelphia in 1876, was read. It says, in substance, that it is appropriate and expedient that the Presbyterian Church of the United States should participate in the centennial celebration of American Independence, and in the International Exposition of 1876; and preparatory thereto, they recommend that several persons be designated to prepare historical discourses, to be delivered at such time as may hereafter be appointed. They also suggest the following schedule of periods and subjects for said historical discourses:

First—A discourse upon the period from the founding of the Church in this country to the commencement of the war of the Revolution.

Second—From the latter period to the adoption of the first Presbyterian form of Government, in 1786.

Third—From the latter period to the present time.

Fourth—The present condition, prospects, beneficent works, needs, and obligations of the Church.

Fifth—Education under Presbyterian influences.

Sixth—Historical sketches of the several boards and other agencies established by the General Assembly.

The report also recommends that the Assembly request the appropriate committee of the Centennial Commission, who have charge of buildings, to set apart so much space as may be necessary for an exposition of books published by the Presbyterian Board of Publication and other works of American Presbyterian authors, ancient books and documents pertaining to Presbyterianism; and that the Board of Publication be authorized to prepare and publish an illustrated volume to commemorate the National Centennial. Also, that the first Sabbath in July, 1876, be designated as a day of thanksgiving and prayer to God for the manifest blessings with which He has crowned us as a people; and it is recommended that on that day the pastor of each church under the jurisdiction of the General Assembly deliver a discourse on the history of the Church, and that a collection be taken up on that day for the erection of a suitable fire-proof building for the Presbyterian Historical Society, and for the endowment of said society.

The report was made the special order for Monday morning next.

OTHER BUSINESS.

The Committee on Voluntary Societies was not ready to report, and was continued till the next assembly. The committee to consider the subject of the publication of a periodical for gratuitous distribution reported favorably, and the report was placed on the docket. Dr. Hendrick Johnson, from the Special Committee of Fifteen, appointed at the last assembly to consider the subject of representation in the assemblies, submitted a report to the effect that while the plan now in use is in some respects unequal, a change at present is inexpedient, with the recommendation that the subject be indefinitely postponed. The report was adopted and the committee discharged.

The report of the Committee on Vacant Churches was read, and referred to the Committee on Church Polity. Rev. R. R. Booth, H. L. Hitchcock, and Hon. Horace Maynard were appointed a committee to consider upon and report a place for the next meeting of the General Assembly. Thursday and Friday of next week were designated for hearing delegates from corresponding bodies. A resolution was offered by Rev. Mr. Lockwood for the appointment of a committee to consider and report upon the term of office of elders—whether they should hold office for life, or the rotary system be adopted. Referred to the Committee on Bills and Overtures. A resolution, by Rev. Mr. Redding, relative to what action should be taken by the Church on the use of intoxicating liquors, was referred to the same committee. Soon after 1 o'clock P. M. the committee adjourned, and engaged in religious exercises.

The Coroner's Verdict in the Duel Case, in Richmond.

RICHMOND, Va., May 16.—The inquest in the duel case was concluded to-night. The jury found a verdict that Mordecai came to his death by a pistol-shot wound inflicted by McCarty, and that the seconds were accessories thereto. The verdict also condemns the surgeons for participating in the affair, and for not giving information to the police in time to prevent it.

The Case of James H. Coe, the Forger, in Boston.

BOSTON, May 16.—Further developments in the case of James H. Coe, the forger, are that $32,000 in railroad and city bonds are missing from the safe of Benjamin Humphrey in the deposit vaults. W. Y. Coe is employed as clerk by Mr. Humphrey, and in an attack of illness to which he is subject he may have intrusted his key to his brother, who also has a safe in the vault.

This forenoon James A. Coe was expelled from membership in the Brokers' Board by a unanimous vote.

THE MODOCS.

Preparing to Shell the New Stronghold—Troops Concentrating About the Position.

SAN FRANCISCO, May 15.—Advices from the lava beds to-night state that reinforcements, with mortars, are moving toward the present fortified position of the Modocs. Gens. Davis and Gillem were near losing their lives in attempting to cross Tule Lake in a small boat during a gale of wind. The troops in the field are suffering for the want of water. The remains of Gen. Canby are on a train, which left San Francisco this morning for the East.

SAN FRANCISCO, May 16.—The following dispatches have been received here:

CAMP SOUTH OF TULE LAKE LAVA BED, May 13.—The Modocs are now intrenched in Crater Butte, or Mass Lava, approximating some little south-east of this camp, and distant from fifteen to eighteen miles. Capt. Hasbrouck is camped within watching distance of the enemy with a force of 210 men, where he awaits the arrival of Col. Mason, who yesterday morning started from Capt. Jack's old stronghold with a force of 170 men. He took the south-easterly course. It is intended that the two commands shall be united under Col. Mason and hold the Indians at bay until Morton's command is forwarded and scout is made around the southern boundary of the lava beds by way of Ticknor Roads. At last accounts the Indians were fortifying their present position, with the evident intention of giving battle on the first opportunity.

SECOND DISPATCH.

11 P. M.—Col. Mason signaled his knowledge of the whereabouts of the Indians this afternoon by the way of Jack's old stronghold, and that both himself and Hasbrouck were ordered to obtain favorable positions during the night and make an attack on the enemy at 3 o'clock to-morrow morning. This news is known only to a few in camp, and therefore has not yet created any excitement.

THIRD DISPATCH.

LAVA BEDS, May 14—7 A. M.—One sentinel reports that he heard firing in an easterly direction from camp at an early hour this morning. It is inferred from this that Col. Mason has begun his work.

The body of Lieut. Harris arrived at Yreka to-day.

Funeral of Lieut. Sherwood in Buffalo, N. Y.

BUFFALO, N. Y., May 16.—The funeral of Lieut. Sherwood, one of the victims of Modoc treachery, was attended this afternoon by an escort of United States troops from Fort Porter, with United States officers as pall-bearers, and a large concourse of citizens and officers of the New-York State Volunteers. The body of Capt. Albion Howe, United States Army, another Modoc victim, will reach here to-night, and be buried with military honors on Sunday next.

The Pitt River Indians—A Suspicious Movement.

SAN FRANCISCO, May 16.—The following was received from Yreka to-night: "J. W. Doten arrived here to-day from Hot Spring Valley via Budgotville, having left the former place on Tuesday last, at which time the Pitt River Indians, numbering 300 warriors, had gathered together in council, having been called by Old Dick, their head chief. Dick is peaceably inclined and very friendly toward the white settlers. They have every confidence in him. He was anxious that his tribe should all move to the east side of Pitt River, so that they would not be blamed for depredations that might be committed north or west of them. He said that he did not known what the result of the council would be, but some of the Indians, headed by Old Shave-Head, wanted to fight, and talked of putting him (Dick) down, and making some one else chief; and should they do so the settlers might know that some trouble was intended. Old Shave Head, some time ago went off, and some think he has been up to the lava bed, holding a conference with Capt. Jack. Mr. Doten says the settlers were not apprehensive of serious troubles, but the collecting together of such a band at this time looks suspicious.

THE DRUMMOND MINE.

Probable Extinction of the Fire by Flooding.

WESTVILLE, N. S., May 16.—Mr. Drummond, the President, and Mr. Budoch, the Vice President of the Drummond Colliery, arrived by special train from Halifax last night. They are deeply affected at the awful disaster that has befallen their mine, and give expression to the deep grief they entertain for the loss of Mr. Dunn and the large number of workmen who have been sacrificed.

The fire is now considered to be thoroughly under control. Very little smoke or flame issues from the slopes, and it is expected that to-day all the pits will be dampened and a sufficient quantity of carbonic acid gas be in the mine to effectually put out the fire.

Latest Aspect of the Situation at the Mine.

WESTVILLE, N. S., May 16.—There is very little change in the aspect of affairs here since yesterday. The work of filling the slopes has progressed steadily, and is now about accomplished, the only remaining opening being the pumping shaft, into which a good stream of water is still pouring. The shaft was sounded this morning, and the indications were that the water was rising rapidly. It is the intention to cover the shaft with timber and planking, on which earth and other material will be placed to exclude the air and still preserve the shaft, so that as soon as the fire is extinguished it may be utilized for the purpose of pumping out water from the mine. This morning there was scarcely any smoke coming from the shaft, but the presence of black damp was very perceptible, a fact considered by old miners to be very favorable, as it indicates the fire is rapidly decreasing, and all danger of more explosions is over. It is thought that after all the shafts are filled there will be a sufficient quantity of carbonic acid gas in the mine to effectually put out the fire.

A better feeling of security prevails throughout the district as this assuring fact is made known. Deep stillness prevails in and around the neighborhood. Nearly all the stores in Westville are still closed, and very little business is done. The miners at the other works have not yet resumed work. It is very doubtful if anything in the way of mining will be done before Monday.

The President and Vice President of the company were on the ground to-day, but nothing has yet transpired as to their intention with regard to future operations.

There are no new names to be added to the death roll.

HALIFAX, N. S., May 16.—A meeting of the Chamber of Commerce is to be held to-morrow to open a subscription for the widows and orphans by the late calamity at Westville.

Monument to Philip Embury.

PHILADELPHIA, May 16.—A public meeting will be held in St. George's Methodist Episcopal Church in this city on May 23, to raise funds to erect a suitable monument to the memory of Philip Embury, who, in 1720, was a local preacher in Ireland. He emigrated to America in 1765, and the following year commenced the first Methodist service held on this Continent. His body now lies in Cambridge, N. Y. In 1872 the National Local Preachers' Convention commenced an effort to erect a monument at his place of sepulture.

FOREIGN NEWS.

The Unreasonable and Oppressive Quarantine at Havana—Government Intervention Petitioned.

HAVANA, May 15.—The Captain General has changed his mind, and decided to continue in force the quarantine regulations. The steamers Yazoo, Juniata, Havana, Margaret, and Germania are still detained, although there is not a case of illness on board, nor is there any proof that the cholera exists at New-Orleans, from which port all the above-named vessels sailed. It is proposed to petition the Government of the United States to intervene for their release, the more especially as the detention of so large a number, crowded with passengers, in this unhealthy bay, is dangerous. Several cases of vomito are already reported in the harbor.

All the available regular troops in Havana and other towns have been ordered to join the army in the field.

It is reported that the Cuban General, Agramonte, seeing that his capture was inevitable, committed suicide rather than fall alive into the hands of the Spaniards.

Rochefoucauld's Mission to the Count de Chambord—The Cabinet.

PARIS, May 16.—The Count Sosthenes de la Rochefoucauld, who was reported to have gone on a new mission to the Count de Chambord from the Legitimists and Orleanists, has returned. He had a long conference with the royal exile, but gives no indication of its result. He is authorized, however, to stamp as false and absurd a rumor that the Count contemplated adopting the Prince Imperial, son of the late Emperor.

The complete remodeling of the French Ministry, upon a strictly republican basis, is certain to occur at an early day.

The Spanish Elections.

MADRID, May 16.—The total number of votes recorded in the recent election is 1,[illegible]. The vote in the capital was unusually light, owing to the apathy of all parties except the Federal Republicans.

The Pope Improving—Expulsion of Monks and Nuns from Germany.

ROME, May 16.—The health of the Pope continues to improve.

BERLIN, May 16.—The German Government has resolved to expel the Redemptorists, Lazarists, Congregations of the Holy Ghost and Sacred Heart, and the occupants of close convents from the country within the coming six months.

GENEVA, May 16.—Several Communists have been arrested in this city.

The Persian Shah to Visit Europe—The Turkish Foreign Minister.

LONDON, May 16.—The Shah of Persia will soon arrive at Vienna. He is accompanied by all the members of the Cabinet and three of his wives. It is estimated that the expense of his European tour will be five millions sterling.

CONSTANTINOPLE, May 16.—Rachid Pasha has been appointed Minister of Foreign Affairs, in place of Sanfet Pasha.

ALEXANDRIA, May 16.—Mr. Bierstadt and others of the Oriental Topographical Corps, who left New-York a few weeks ago to make explorations and sketches in the Bible lands, are actively engaged at the Pyramids, Memphis, and the Lower Nile, taking photographic, barometric, thermal, and magnetic observations.

Mr. Jackson S. Schultz in Vienna—The Austrian Panic.

VIENNA, May 11.—Mr. Jackson S. Schultz, the newly appointed Commissioner of the United States to the International Exposition, in place of Gen. Van Buren, has reached this city. Soon after his arrival he had a long conference with Mr. Jay, the American Minister.

LONDON, May 16.—A dispatch from Vienna says a hundred additional failures were announced on the Bourse yesterday. No important bank has yet suspended. The protracted panic has created consternation in all branches of business.

The son of a wealthy banker committed suicide yesterday.

The Bank of England Forgeries.

LONDON, May 16.—The case of the Bank of England forgeries was again before the court to-day. Witnesses identified the bonds found in the trunk at New-York, and testified to their purchase by the accused. At the close of the examination the prisoners were remanded.

Quarantine at Buenos Ayres.

LONDON, May 16.—Advices from Buenos Ayres report that quarantine regulations were enforced there with rigor, to the great inconvenience of merchants and travelers. Steamers and sailing vessels, with upward of 2,500 passengers on board, were detained there at last accounts.

CHINA AND JAPAN.

Conflagration in Hong Kong and Osaka—Rebellion Against Toleration.

SAN FRANCISCO, May 15.—The mails by the steam-ship Japan, from China and Japan, were landed to-day. A terrible conflagration occurred in Hong Kong, China, on the 22d day of March. Forty-four acres of houses were destroyed and 5,000 persons rendered homeless.

The Great Northern Telegraph Company have established a connection with Amoy, and a party of nine Chinese officials are engaged in making tests of the working of the line.

The Grand Duke Alexis, of Russia, was still on his travels through the principal Chinese cities.

The members of the Corean Assembly have gone to Pekin to submit to the Emperor of China as vassals of his power.

JAPAN.

A terrible conflagration occurred in Osaka, Japan, on the 29th of March. Many lives were lost. The flames raged all one day and night. Two violent shocks of earthquake occurred at the same place on the 12th of March.

The people of Japan are complaining about the centralization of the power of the Government.

The native Christians imprisoned at Horura have been released. In the provinces of Jetsizen and Puesbo the farmers are rebellious in consequence of the action of the Government in taking down the edicts against Christianity. There has been much fighting, but the insurgents will be put down. Seven of them have been executed already.

THE WEATHER.

Synopsis and Probabilities.

WASHINGTON, May 17—1 A. M.—The pressure remains high, with rather low temperature. Northerly and easterly winds, and clear weather in the North-west and upper lake region, and thence to the Lower Missouri and Ohio Valleys; north-westerly winds, moderate temperature, rising barometer, and partly cloudy weather prevail on the lower lakes and in the Eastern and Middle States; variable north-easterly and south-easterly winds, clear weather, and low temperature in the South Atlantic and Gulf States and Tennessee; north-westerly and north-easterly winds, partly cloudy weather, and low temperature in Canada.

PROBABILITIES.

For the Middle States and lower lakes north-westerly to north-easterly winds, rising barometer, cool and generally clear weather. For Canada and New-England north-westerly and north-easterly winds, cool and clear weather. For the South Atlantic and Gulf States north-easterly and south-easterly winds, rising temperature, clear weather in the former, and falling barometer, and partly cloudy weather in the latter; for the North-west and upper lakes, and thence southward to the Ohio and lower Missouri Valleys, north-easterly and south-easterly winds, clear and partly cloudy weather; in the mid-Mississippi Valley and thence to Kansas, south-easterly winds, falling barometer, cloudy weather and rain.

ERIE'S AFFAIRS.

Report of the Legislative Investigating Committee to the Assembly—The Evidence Reviewed.

We print below the report of the select committee appointed by the Assembly, March 11, 1873, to investigate the affairs of the Erie Railway Company:

The following are the preamble and resolutions authorizing the raising of the committee and under which it acted:

Whereas, It is well known that a large majority of the stock now outstanding against the Erie Railway Company was, by a corrupt collusion of its officers, fraudulently issued, and that there never was twenty per cent. on the par value of such stock paid into its Treasury, nor expended by it on the property for the public welfare, owing to such corrupt action of its officers.

Whereas, The original purchasers of said stock did not pay more than the above-named amount for the same, thereby implicating themselves with those who perpetrated the fraud; and

Whereas, It has been made public that the board of directors of that company have declared a dividend on the entire amount of stock outstanding against it, which dividend is limited only, in consequence of the earnings of its road, and not in consideration of the manner in which such stock was issued; and

Whereas, The practical effect of allowing dividends to be paid on such stock would be to recognise and sanction the fraud, to paralyze the industry of an innocent people, living tributary to the line of the road that company represents, by imposing additional burdens on them for its use; to levy unjust and oppressive burdens on the commerce of the City of New-York, on whose commercial supremacy the welfare of the State so largely depends, to increase the cost of living, by increasing the cost of transporting the necessaries of life between producers and consumers, and finally, to enrich adventurous gamblers and speculators, as against good morals, the welfare of the people, and public policy; and

Whereas, It has been currently reported and charged in the public prints and elsewhere, that a large and improper expenditure of money was made by the foreign stockholders and officers of the Erie Railway Company in the matter of the management of that company in the year 1872; and that by a corrupt contract for the negotiation of its bonds, the agents of said foreign stockholders have since been indirectly reimbursed out of the treasury of said company; and that a large sum was used to influence legislation connected with said road in the same year; and that other gross irregularities on the part of said road and its managers were committed: Now, therefore,

Resolved, That the Attorney General of this State be and is hereby directed to report to this House, within twenty days, whether, in his opinion, the Legislature is enabled to declare that the increase fraudulently issued stock of said company can be legally paid out of its treasury, and whether the said Erie Railway Company may not be restrained by the courts from paying said dividend, or any other dividend, upon any stock thus fraudulently created.

Resolved, That a select committee of five, to be appointed by the Speaker, be and they are hereby authorized and directed to investigate said improper and corrupt acts, and to report thereon to this House within thirty days, and that said committee be authorized to send for persons and papers.

On the 9th day of April the time for the investigation was extended till the 23d of the same month.

After explaining that the limitation of the time allowed them made it possible for important witnesses to avoid summons, and that the question of the legal authority for the dividend referred to was left to the Attorney General, the committee go on to say: Under the foregoing explanation, the following subjects were left, as indicated by the preamble and resolutions for inquiry and action on the part of the committee:

I. Whether the dividend declared upon the stock of the company outstanding against it in February, 1873, was paid out of the net earnings of the road?

II. As to improper expenditure of money by foreign stockholders or officers of the company to affect the transfer of the management in March, 1872, and as to the fact of a corrupt contract in the negotiations of its bonds, or reimbursement out of the treasury of the company for the same, and for other corrupt accounts.

III. As to payment of money to influence legislation connected with said company or other irregularities.

I.

In February last the Board of Directors of the Erie Railway Company declared a dividend of three and one-half per cent. on the preferred, and one and three-quarters per cent. upon the common stock, from the earnings of the previous six months on the preferred, and of the year on the common stock of the company. The amount of the former was $296,791 85, and the latter $1,365,000, making a total of $1,663,791 85.

It is in evidence that the gross earnings of the company for the year 1872 were $18,762,828 01, that the expenses including reparation of railway were $12,259,567 07, (see exhibit No. 19, pages 317 and 318,) leaving as net earnings $6,143,289 94. Out of this sum $4,087,050 57 was allowed for rentals, interest, &c., and dividends for the year amounting to $1,962,538 70, as before stated, were also taken, leaving still a surplus of $123,648 67. (See exhibit No. 13, page 225.)

It was claimed by Mr. Watson, the President of the company, and other officers of the road, that this sum paid as dividends was due to the stockholders out of the net earnings of the road for the year 1872. On the other hand, it was claimed that the profits of the company for that year could not have equaled that sum; that the dividend was paid out of borrowed money for the purpose of strengthening the credit of the company in Europe, to aid in the negotiation of its bonds, and in the interest of speculators in Erie stock, as well as to satisfy the clamors of small holders abroad who had been promised dividends upon the coming into power of the new regime.

The testimony of Mr. Lewis, Controller of the Pennsylvania Central Railroad, is important, as showing that the method of making up the statements of the Erie Railway Company, upon which their dividends were declared, is identical with that adopted by all the roads controlled by the Pennsylvania Company, and allowing that the report is prepared in accordance with the view of Mr. Watson, the president, to carry to capital account of all additions to the railway not necessary to keep the road and equipments in perfect order, then it may be claimed, from the testimony, that this dividend was earned, and was properly declared. The committee gave the subject such careful attention as they were able, but, as before stated, in the limited time allowed them, they were not able to make that personal and critical examination of the books and accounts of the company which, no doubt, would have afforded conclusive evidence upon the point at issue.

It is, after all, for the Legislature to determine whether the course marked out by this company, which, as can be clearly seen, if followed up, will greatly increase the capital of all railroads, and which has already led to the doubling within a recent date of the nominal capital of the Michigan Central and Lake Shore Roads, shall be permitted or shall be restrained by positive legislation. Whatever course is finally determined upon and adopted should, no doubt, be taken by means of general laws, applicable to all the railroads of this State, as there is nothing, perhaps, in the recent action of the Erie Railway Company that warrants any special legislation to be confined to it alone. Any conclusions arrived at in this matter have to be based upon the conflicting testimony of several witnesses.

Mr. J. D. White, Treasurer of the company until March 17, 1873, testified that at the time of the overturn, in March, 1872, the company was borrowing money to nine to ten millions to meet current expenses, and that on the day of the transfer of management he produced a statement showing the company to be $4,000,000 in arrears, with no money in the treasury (see exhibit No. 8, page 144, showing amount of floating debt at that time.)

On the 1st of March, 1873, there was no money to pay the interest which had matured, amounting to about $400,000; and Mr. White claimed that the money with which this dividend was paid, in February, came from Bischoffsheim & Goldschmidt, being the proceeds of bonds negotiated by them.

The printed statement of the condition of the profit and loss account, made July 1, 1872, after providing for the dividend on the preferred stock payable July 15, 1872, showed a surplus of $79,000. The witness, White, did not think that the dividend on the common stock, amounting to $1,365,000, could have been paid from the profits of the last six months of the year 1872.

Mr. Morrison, then the then auditor, who made up the July statement, was of the opinion that a correct statement of profit and loss account from the books of the company for the first six months of the year (see page 684.) It showed, excluding the dividend on the preferred stock,

Total earnings	$6,629,221
Total expenses	6,451,946
Net earnings	$277,285

On the contrary, the statement made up by S. H. Dunan, the present auditor of the company, and upon which the February dividend was declared, showed for the same identical six months:

Total earnings	$6,818,629
Total expenses	6,421,610
Net earnings	$2,397,019

(See exhibit No. 16, pages 316 and 317.)

Mr. Dunan testified that the statement presented by him was correctly drawn from the books and accounts of the company, without reference to the statement of the former auditor.

Again, President Watson's testimony was to the effect that he had, to satisfy himself, gone carefully through the books and accounts of the company, and was satisfied that the statement of Auditor Dunan was correct. The discrepancy in the two statements may be accounted for in part, from the fact, that in Mr. Morosini's statement the rentals and interest on the mortgage and floating debt is added to the expense account. In the other comparative statement they are omitted, but brought into the profit and loss account, upon which the dividends were declared. Mr. Watson claimed that the money which should have been in the treasury, with which to pay the dividend, had been borrowed by construction account, and that it was proper to pay back this sum out of the proceeds of the foreign loan. At the meeting which declared the dividend four of the directors voted against it, mainly on the ground that the act was inexpedient while the company was borrowing money to increase its facilities and to pay interest on its debt. The other directors, thirteen in all, based their action upon the statements of the President, Mr. Watson, and the auditor, without any personal knowledge of their own in relation to the profits of the company.

The testimony is so much in conflict that your committee cannot come to an absolute conclusion upon this branch of it. It is, though, but just to state that they do not believe that the present officers of the Erie Railway Company have knowingly falsified the statements made, as taken from the books of the company. The new auditor claims to have found the books in a disorderly condition, and to have introduced a new system of accounts. These causes may, and probably have, led to the confusion and discrepancy stated.

The witness, Horace F. Clark, and others, gave evidence that the expenses of railroading had, of late, largely increased.

Auditor Dunan's statement showed a large decrease of expenses, which could hardly have been unless an undue amount had been carried to construction account, and too little allowed for depreciation of track and equipment.

Your committee here take occasion to say that they have the fullest confidence in the ability and integrity of President Watson, of the Erie Company, and believe that he is earnestly endeavoring to promote the welfare of the great company of which he is the head, and that the influence of this road are being conducted by him with the sole purpose of re-establishing its credit, and of economising its revenues. The task of making this road a paying investment to its stockholders is not an easy one. With its broad gauge and its heavy grades, the Erie Railway is, on that account, one of the most expensive to operate in the country.

A partial offset to this is its proximity to the coal fields of Pennsylvania. Its stock and bonded debt is very large. Large amounts of convertible bonds have, under former administrations, been issued to meet the wants of its management. These often were sold at ruinous rates, and afterward converted into stock, which now stands at its par value, and on which dividends, if made, must be paid, and which, necessarily, comes from the traffic passing over the railway. The liabilities of the company, including its capital stock, as shown by the statement for the year 1872, are about $120,000,000. This sum will be considerably increased if the proposed reduction of gauge and double tracking is proceeded with. To make a fair return for the large investment will require the strictest economy and a wise, far-seeing, and energetic management.

The committee are fully justified in alluding thus to this road, as being by way of internal commerce between the ocean and the lake and the great West, because it is a matter of public concern and interest, and the Legislature may very properly, and should, we believe, restrict by statute the formation of any unprofitable alliance or complications between different roads, to the injury of the public interests, and directors should be limited in creating debt.

II.

As to improper expenditure of money in the transfer of management, and as to re-imbursements on that or other accounts of such expenses from the treasury of the Erie Railway Company.

On commencing the examination, the first witness called was Attorney General Barlow: From his testimony it appears that, in the latter part of the year 1871, James McHenry, Esq., of London, and other English stockholders, who were represented on each side by the bankers Bischoffsheim & Goldschmidt, also of London, and another called the Heath & Raphael party, represented in the United States by Southmayd and others, determined upon vigorous efforts to displace the Gould direction, then managing and controlling the Erie Railway Company. Accordingly Gen. Sickles, having obtained leave of absence from his duties as Minister to Spain, was employed, and came armed with the necessary authority and means to procure such legislation, and to institute such proceedings in the courts as would result in the desired change of management. The objects of the suits to be brought were twofold, one to remove the officers of the company then in power, and the other to call them to an account for an alleged misuse and misapplication of the property of the corporation. Accordingly, Gen. Sickles, in a letter dated Dec. 30, 1871, informed Gen. Barlow that he was authorized to employ counsel, and requesting his personal co-operation, and asking him to indicate the names of such associate counsel as would insure a vigorous prosecution of the necessary proceedings. At the same time he placed in his hands the sum of $10,000 for disbursement in the matter. He afterward inclosed $2,000 more.

The Heath & Raphael party added to these sums $1,500, making in all $13,500 placed in the hands of Attorney General Barlow. Mr. Barlow at once proceeded to employ as counsel Messrs. Tremain, Hale, Smith, McFarland, and James C. Carter, paying them retaining fees out of the funds placed in his hands. Delays occurred, as it was thought advisable to first obtain the passage by the Legislature of a bill, so that the officers of the company could be suspended from office while the suit was in progress. A bill was also introduced repealing the so-called Classification act. But at the time neither of these bills had been passed by the Legislature.

Preliminary steps were being taken for the commencement of the suit. This was the situation of matters on the 11th day of March, 1872.

The *coup d'état* in the management of the Erie Railway Company, which occurred on that day, put the parties in interest in the proposed suit in possession of the road, thus removing the necessity for bringing action, and consequently none was brought.

The passage of the first named bill was also rendered useless. The bill repealing the Classification act was afterward passed with little, if any opposition. The greater part of the sum placed in the hands of Gen. Barlow was disbursed by him for counsel fees and other expenses, and the balance of $8,307 19 was returned by check to Gen. Sickles, with a detailed statement as to items disbursed.

Gen. Barlow was solicited by Sickles, in a letter, to retain this balance in his hands for personal services, but which was declined, and for which he gave as a reason. (See letter, page 8, printed evidence.) The testimony of Mr. Southmayd was to like effect. (See evidence, page 73.)

It has been charged that the retaining of Smith was in consequence of his being a member of the Legislature at the time. But there was no evidence before the committee showing such to be the case. Gen. Barlow swears positively that he was not so retained, and Southmayd testified that it had no reference to that fact. (Pages 75 and 78.)

In a consultation between these two it was decided that the best selection would be to take the counsel that had been employed in the Ramsey litigation. They were Tremain, Hale, and Smith. The parties named were all retained at the same time, and were paid the same fee. Mr. Smith did not draft either of the bills presented, and did not appear before committees in reference thereto, so far as shown, and did nothing inconsistent with the position occupied by him.

So far as Gen. Barlow is concerned, the question is one wholly of intent, and from all the testimony before the committee, it does not appear that Mr. Smith was retained for purposes other than litigation, but that he was employed for the reason, and that alone, of his familiarity with the Ramsey and Burt suits.

Retaining fees to eminent counsel, your committee understand to be paid frequently for contemplated litigation, and are not expected to be returned if the litigation fails to proceed.

From all the circumstances your committee find no reason to doubt that the Attorney General had them proper motives in his master. The statute of 1870 requires all actions for the removal of directors of a corporation to be brought by the Attorney General, under which it becomes proper for him to employ or designate counsel, and in this instance he proceeded to do, but without, in the opinion of your committee, in any manner compromising himself as the law officer of the State.

The testimony of Mr. T. G. Shearman to the effect that, in the matter named, Gen. Barlow was acting a double part, that while professedly espousing the cause in the interest of the English stockholders, he was secretly receiving a large sum from Fisk and Gould, with the understanding that no harm was to result to them from the proposed suits, was flatly contradicted by several witnesses.

In the absence of any proof whatever, your committee cannot resist the conclusion that the whole story was a fabrication, and that the parties giving currency to the tale had probably been grossly deceiving one another. The effort of Mr. Shearman by innuendo and false charges to blacken the character of the Attorney General is deserving of the severest censure.

THE COUP D'ETAT

Of March 11, 1873, which resulted in the displacement of the Gould direction in the Erie Railway Company, was a novel chapter in the history of the management of great corporations.

Impatient at the law's delay, the representatives of the English stockholders decided to attain by revolution that which they protested to despair of accomplishing legally and in an orderly manner. The stock of the Erie Railway Company has been and is, to a large extent, owned and controlled by persons in Europe. It was claimed by them that the affairs of that corporation were managed in total disregard of the rights of stockholders, that the officers and managers were enriching themselves at the expense of the real owners of the road. Strenuous efforts had previously been made to get possession of the road, but had failed. While the proceedings before recited were in progress at Albany, and the scheme was maturing for which, if successful, would render action by the courts and the Legislature unnecessary, and accomplish at once what, in the other case, would very likely consume months or years.

It seems to be a matter of some dispute as to who should claim the honor of conceiving and carrying out the brilliant piece of strategy which resulted in the discomfiture of the then existing direction, and the installing in power of the new board, who were understood to be favorable to the great body of foreign stockholders. However bold and ingenious the plan, or however well-skilled and talented the actors, it is safe to say that but for the gold of the English stockholders, the whole scheme would have met an ignominious failure, proving again the efficiency of a well-filled camp chest, in a campaign against an enemy fertile in resources and ever on the alert. From the contrariety of testimony upon this point, it appears that while matters were slowly progressing at Albany, Mr. T. A. Lane, then the counsel of the Erie Company, commenced the work of bribing a majority of the Board of Directors to resign, thus clearing the way for the election of a new board. This was more easy to accomplish, from the fact that Mr. Gould had also contemplated forming a new board of directors, to give the company standing before the financial public, and this would send into retirement the members of the old board. Hence, they were not loth to put themselves in the market. "Having seen certain of the directors and arranged with them that they should resign on receiving certain pecuniary considerations," Lane at once communicated the fact to Mr. W. A. O'Doherty, who immediately communicated by cable with McHenry, of London, "*offering him a majority of the Erie board* in consideration of the payment of $1,500,000." "His replies were for some time indefinite, but he ultimately agreed to pay that amount," and the necessary funds were placed in the hands of Bischoffsheim & Co., of London, brokers and financial agents. Mr. S. L. M. Barlow was next admitted to the confidence of the parties engaged, who, being McHenry's legal agent in this country, also telegraphed the former urging him to find the money and carry out the proposition. Thus matters were definitely agreed to by the adventurers and speculators having the boldness to advance the means, these great public enterprises, the proper management of which is so essential to the welfare of the whole people.

From the testimony of Mr. Evans, of London, and others, it would appear that, by the change of administration, together with the contract with Bischoffsheim & Co., and the advances made by them, the credit of the company was greatly improved, and, perhaps, the danger of insolvency averted. Its stock was doubled in value within a brief period, and the value of its securities increased and made available; but these were fortunate incidents following the overthrow, produced in part by a belief in the integrity of the "reform" direction, and of which fortunate results Bischoffsheim & Co. are known to have availed themselves to a large extent by the previous purchase of the stock of the Erie Road.

III.

As to payment of money to influence legislation connected with said company, or other irregularities.

The testimony of several witnesses was taken on this subject, and although the information acquired was not as specific as could be wished, enough was obtained to show that the railroad companies have been in the habit of spending large sums from year to year, either to secure or defeat the passage of bills. In the minutes of the directors' meeting of the Erie Board, held July 8, 1872, was offered this resolution:

Resolved, That the Treasurer be authorized to pay $30,000 as his company's proportion of the legal expenses of the New-York Central Company at Albany, last Winter, to prevent legislation affecting prejudicially the interests of this company. (See Barlow's testimony, page 119.)

This resolution was passed upon a statement before the board that the Central Company had expended a large sum at Albany to defeat the Pro Rata Freight bill and other bills in which there was a common interest. A voucher was drawn and approved by the auditing committee and secretary. (See page 157.)

When this came to the Treasurer, he referred it to Mr. Watson, the President, who directed him not to pay it at the time, as he wished to satisfy himself more fully as to the nature of the claim.

There is no evidence showing that the amount has actually been paid. Yet it appears conclusive that a large amount reported by one witness, that of Mr. Diven, was appropriated for legislative purposes by the railroad interest, in 1872, and this was the Erie's proportion. Mr. Diven's version of the matter is this, that after the adjournment of the Legislature it was represented to him by the managers of the Central that expenses had been incurred at Albany, and requesting that he bear its proportion. (See pages 270 and 271.) Afterward, Mr. Dutcher, in behalf of the Central, came to him and represented that, as agent of the Central, he had paid the money to Mr. Barber and Mr. Van Vechten, which was by them disbursed, and named six Senators who had been paid $5,000 each for their votes and influence in the pro-rata bill. When the stand, Mr. Diven could remember but one name; when recalled he remembered one other, and gave the names of the two Senators, but added his belief of their innocence.

It is but just to say that Mr. James Wood, one of the Senators named, afterward came upon the stand and swore positively that he had never received a dollar, directly or indirectly, for any vote given as Senator. A sum was paid in the House to defeat the Milk Transportation bill, but no names were given.

Mr. Van Vechten and Mr. Barber were both upon the stand. The former had usually received about $5,000 per year from Gould or the Erie Railway, which had, he said, been retained by him for legitimate legal services. Had never paid any money to members of the Legislature so far as he could recollect. Mr. Barber admitted receiving about $50,000 from Dutcher in 1872, to be employed about the Legislature, but could give only an unsatisfactory account of its use. The memory of this witness was very defective. Could not remember how or when the sum was received or to whom it was paid, except that a part of it was used to meet a note which he had indorsed. Could not remember paying any portion of the sum to members of the Legislature, and did not recollect telling Dutcher that he had, but did walk up and down the hill and talk with members a good deal.

Your committee were not able to corroborate Mr. Diven's testimony from Dutcher himself, as he was absent from the State, and so remained during the continuance of the investigation. This, at least, is in evidence taken before the committee, that a large sum of money was sent to Albany by the railroad interests in 1872 to influence legislation.

In what manner it was employed, the committee are not able to say, further than already stated. It were useless to express an opinion upon a question whereon the public and the House are as well qualified to pass as they. To say that no portion of this money was disbursed to individual members would be to attach undue credit to the conversational powers of the men having it in charge.

From the testimony of several witnesses, it appears that men outside the Legislature spend their time about the Capitol from year to year, during its sessions, with no visible occupation, except to serve certain interests by their influence with members. Some come voluntarily, ready to engage in anything that may turn up. Others are sent here by various corporations and interests for the purpose of guarding their rights, as claimed, but more frequently to secure additional privileges, or to combat the schemes of rivals. These persons are popularly termed the "lobby." Parties desiring legislation of a doubtful character furnish considerable sums of money to forward their schemes, and employ the "skilled talent" of the lobby to dispense it, innocently supposing that their money will be paid out to influence votes, but generally three-fourths of the sums furnished are retained by the lobbyists themselves. (See testimony of Alvord, page 627.)

This is an evil of long standing, which has increased with the increase of corporate wealth and rival interests. It has been denounced by the Press, and should be condemned by every lover of pure government. It is not easy to prescribe a remedy, but your committee believe that the evil would be materially lessened by the enactment of more general laws and more stringent provisions regulating the affairs of corporations, and by some constitutional provision interdicting special legislation upon subjects which experience has shown lead to corrupt results. Destroy the occupation of these men, and you banish them from the halls of legislation. Remove the temptation, and evil consequences will be forestalled. It should not be in the power of the Legislature to grant or to withhold favors for which they are importuned daily, and upon which depend vast pecuniary advantages.

It is further in evidence that it has been the custom of the managers of the Erie Railway, from year to year, in the past to expend large sums to control elections and to influence legislation. In the year 1868 more than $1,000,000 was disbursed from the treasury for "extra and legal services."

For interesting items see Watson's testimony (pages 336, 337.) Mr. Gould when last on the stand and examined in relation to various vouchers shown him, admitted the payment during the three years prior to 1873 of large sums to Barber, Tweed, and others, and also large sums drawn by himself which might have been employed to influence legislation or elections. These amounts were charged in the "India-rubber account." The memory of this witness was very defective as to details, and he could only remember large transactions; but could distinctly recall that no bad been in the habit of sending money into numerous districts all over the State, either to control nominations or elections for Senators and members of Assembly; considered that, as a rule, such investments paid better than to wait till the men got to Albany, and added the significant remark, in reply to a question, that it would be as impossible to specify the numerous instances as it would to recall to mind the number of freight-cars sent over the Erie Road from day to day—(see testimony, page 556.

It is not reasonable to suppose that the Erie Railway has been alone in the corrupt use of money for the purposes named, but the sudden revolution in the direction of this company has laid bare a chapter in the secret history of railroad management such as has not been permitted before.

It exposes the reckless and prodigal use of money wrung from the people to purchase the election of the people's representatives, and to bribe them when in office. According to Mr. Gould, his operations extended into four different States. It was his custom to contribute money to influence both nominations and elections. What the Erie has done other great corporations are doubtless doing from year to year. We have here simply an acknowledgment of the fact. Combined as they are, the power of the great moneyed corporations of this country are a standing menace to the liberties of the people. The railroad lobby flaunts its ill-gotten gains in the faces of our legislators, and in all our politics the debasing effect or its influence is felt.

The evil comes partly from the character of the men who manage our corporations, and partly, but chiefly, from the magnitude of the railroad interest, and the unrestricted sway which the laws permit in the conduct of their affairs. It must also be admitted that some portion of the legislation proposed, in relation to railroads, is to compel them to use money to protect their existing rights.

This vast interest has grown up mostly within the last twenty-five years. And the railroad system in its material aspects is today a proud monument to the industry, enterprise, and progress of the country, and of the age, and should receive generous treatment. But in this free growth there is danger. Restrictions which seemed ample when these enterprises were in their infancy, and when the country was struggling for internal developments, are now quite inadequate. At the time of the formation of our Governments, State and National, and for many years afterward, the water-routes were the great channels of internal commerce. No one dreamed that they could ever be controlled by a few men. But railroads have revolutionized traffic, and the danger that was not then imagined is now an existing calamity. These franchises which were granted to subserve public uses, and to which private interests were compelled to yield, have been and in many cases perverted to speculative purposes, and the establishment of practical and grinding monopolies, reducing to a moiety the income of the producer, and increasing to exorbitance the prices of the necessaries of life to the consumer. Corporate wealth has gone on increasing to an alarming extent. Vast private fortunes have been accumulated by the men who control and operate our railways, and these advantages they are not quick to relinquish.

The business interests of the country are demoralized by the mania for stock gambling, rendered hazardous by the constant watering of stocks, by which millions value is imparted to railroad securities, which would otherwise be stable, and traffic is hence unduly taxed to secure to them a value. Another evil is the indiscriminate bonding of towns and municipalities for railroad corporations.

Without some rivalries, and the continued reaching out for additional advantages through legislation. The evil is deeply seated, and no superficial remedy will be adequate to its correction. No law that the committee can recommend at this late day of the session will reach the entire case; but they will take the liberty to suggest that, in their opinion, the relief will be found in some enlightened system of general railroad legislation regulating the rates of transportation, prohibiting the issue of fictitious stocks, and punishing with heavy penalties the misappropriation of the funds of companies by the managers thereof, whether to their personal uses or to corruptly influence legislation affecting their interests.

There should also be enacted some uniform system for the keeping of railroad accounts and the manner of declaring dividends, so that while on the one hand the stockholders may have the actual profits on the other the obligations of companies shall not be increased from year to year by loans to make good fictitious statements of net earnings. On one subject, at least, your committee believe that legislation should be had without delay. There is now under existing statute absolutely no security to stockholders in regard to the leasing of one road by another, the majority of the Board of Directors may, without consent of their stockholders, lease for such a period of years and upon such terms as would be equivalent to a consolidation of interests.

Your committee believe that some proper restriction in regard to leases, not only to protect the public, but the railroad interest itself, and that the law should apply, not to one company alone, but should be general in its scope. They have, therefore, prepared, and present in connection with their report, a bill regulating leases of connecting roads, and prohibiting the leasing of competing parallel lines.

In conclusion, your committee have endeavored to discharge the duty delegated to them, so far as time and circumstances would allow, with a desire to deal justly by all parties, and herewith submit the evidence taken, with their conclusions thereon, respectfully for the consideration of the House.

ISAAC H. BABCOCK,
CYRILLO S. LINCOLN,
AMHERST WIGHT, JR.,
CHARLES CRARY,
JACOB B. CARPENTER,
Special Committee.

MAY 15, 1873.

LETTERS TO THE EDITOR.

Grievances of Street-Car Passengers.

To the Editor of the New-York Times:

Riding up-town on Third-avenue car No. 39, which left City Hall Park about 5:40 last (Monday) evening, the conductor, although remonstrated with, succeeded, after two attempts, in cramming twelve persons on one seat, the extra person being a strong, healthy fellow, who had just entered the car; the twelfth victim did not ask for a seat, and submitted very reluctantly to the wedge. Before leaving the car I asked the conductor whether his instructions were to limit the number to be seated. In answer he said he could put fourteen on a seat if he liked, and that if I wanted any extra accommodation I could ride in a palace car. A straw shows the way the wind blows.

TUESDAY, 13th May, 1873. CRUSHED.

To the Editor of the New-York Times:

I presume that you must be almost worn out with constant complaints against the above company; but continual dropping will wear away a stone, they say, so, perhaps, frequent complaints may make some impression upon the managers of a City railroad company, and open their eyes to what seems self-evident. To me the shortsightedness of this company is simply marvelous. For the moment leaving out of view the inconvenience arising to the public from its insufficient accommodations, let us look at the manifest pecuniary advantage a different policy would insure. Madison-avenue was, about three years ago, opened as far as Eighty-sixth-street. Shortly after, the Fourth-avenue Company extended their track to that point. Instead of inducing people to make their residence in that quarter by running their cars frequently, despite a trivial loss that it might have at first entailed, they seem to have done everything to drive travel away, and apparently run the very smallest number of cars, so that if people can avoid it, they will not take the trouble to wait an indefinite time for a "through car," but will go by some other route, though considerable walking may be the necessary consequence. They save time, for all that. It is not an uncommon thing, after 7 or 8 in the evening, to be compelled to wait fifteen to twenty, and even thirty, minutes, for a "through car."

Now, in a large city people cannot afford to waste so much time in waiting for cars. If the public could only depend on not having to wait, wait, wait, I am confident that the receipts of the road would be increased by a third part, at least. What makes it doubly aggravating is, that we are obliged to pay seven cents below the depot, and eight cents to any point above. On other City lines it is five, or as most six cents. It seems but fair to expect better accommodation where a higher rate is charged, but in this case the opposite seems to hold true. The road, from my own frequent observation, has the opportunity of doing the largest business in the City next to the Third-avenue road. If, then, the managers will not have compassion on the public for its sake, can they not be persuaded through their own pockets?

I do not think I have exaggerated the condition of affairs. The want of accommodation on this particular road has long been a matter of notoriety. Every one speaks of it, and I hear deep-breathed anathemas against its proprietors on all sides. Street-cars are bad enough at best, but until the happy era of "rapid transit" arrives, (and can Commodore enlighten us on this subject?) do let us reap all the benefit that can be derived from them.

Praying that we may soon be blessed by a marked improvement, I remain, respectfully,
"C."

To the Editor of the New-York Times:

In the forepart of the session of our Legislature a bill was prepared, in the interest of the mechanical and laboring classes as well as the property-owners, to reduce the fare on the Eighth-avenue Railroad to 6 cents for the entire length of the route, (their charter only allowing 5 cents,) the same fare as the Third-avenue and Second-avenue Companies charge, and sent to our Reform Assemblyman of the Seventeenth District, Mr. Blessing, to be presented and passed through his branch of the Legislature. He presented it, but was met with ridicule at every step of its progress, the lobbyists, &c., stating he would never be able to get it through the lower House. He, however, (having considerable of the peculiarities of the bull-dog,) persisted, and finally was successful in the House. The Senator from this district (believing that it never would pass the lower House) professed his disposition to favor the passage of the bill, repeatedly inquiring of Mr. Blessing as to the prospects of the success of the bill. It was referred to the Committee on Railroads of the Senate, and was reported adversely, giving no reasons for the report, as none could be given. The report was agreed to, and there were Senators enough present at that time willing to pass the bill, but our Senator moved to lay the bill on the table. The members believing that the bill was in favorable hands, the resolution was passed. The people, seeing that the bill was not called up from the table, met one evening, and appointed a committee of four of the most substantial citizens, who represented the property-owners, the mechanical and laboring classes, to wait upon the Senator and urge his prompt action in the matter. This committee, of which the subscriber was one, waited on the Senator, and the only satisfaction they could receive from him was that the bill was a righteous and just one; he was in favor of it, but he desired to be just; that he had committed himself to the railroad. The bill now lies on the table, and he will not move to have it taken up. Your article in your issue of last Sunday, on the power of railroads, coincides exactly with those entertained by me for a long time. I have noticed their increasing power over legislation, and have repeatedly expressed my fears of the future, unless a check was placed upon it, and the above facts coming under my immediate observation, I deemed it for the interest of good government to make the same known to you. Here is a just and proper bill, in the interests of the people, killed by a powerful monopoly. No reason or argument against the bill has been or can be offered.

Permit me to subscribe myself

ONE OF THE PEOPLE.

A New Creed.

To the Editor of the New-York Times:

There appeared some months since in your editorial columns what purported to be a true statement of the religious belief of the Christadelphians, (Brethren of Christ.) This statement being a mixture of truth and error, your subscriber, presuming upon the fairness and impartiality of your paper in the discussion of important political and religious questions, would respectfully request the insertion of the following necessarily brief statement of the prominent features of the Christadelphian faith.

They aim to return to the simple, pure faith of Apostolic times, as contained in New Testament history. They attach equal importance to the teachings of the Old and New Testaments, treating one as a necessary counterpart to the other, and firmly believing that when taken together and interpreted upon the same broad principles of reason and intelligence which characterize modern scientific investigation, free from prejudice and preconceived opinions, will reveal the true relation of man to his Creator, and also exhibit the past acts of the Deity and His future relations and purposes as foreshadowed in His word, as founded upon the highest principles of wisdom, and dictated by supreme love and affection for the objects of His creation. They understand the great fundamental principle of the teaching of the Scriptures to be the intention of the Deity to people this earth with immortal beings who have shown their love and devotion to Him while in this probationary state, by implicitly believing His word and displaying a character in harmony therewith. To this fundamental proposition they believe that all of God's past and future acts are subordinate. The nature of man they believe, from abundant Scripture testimony, and the teachings of reason, to be of the "earth, earthy," and the popular ideas of man's inherent immortality to be without God's authority, and in direct collision with the great revealed truths of the Scriptures. Death they believe to be, both from the direct teaching of the Scriptures and the experience of mankind, the resolution of man into dust, and an extinction of life.

Hence the great central feature in the Apostolic teaching of the resurrection of the dead as practically exhibited in the death and resurrection of our Saviour, becomes an event with them of momentous importance.

It is that period when, at the hands of the only vicegerent God will accept of, the dead will be raised from their slumbers, those who are found worthy invested with immortality, and those who have disgraced the name of their Master remanded to the state of death. The "devil" is believed to be simply a scriptural expression, covering sin and the impulses of the flesh, thus rejecting the idea of an immortal, diabolical being, constantly opposing the will of the Deity, and by his wiles and subtleties enticing men to their destruction. They believe in one God, omniscient, omnipotent, supernatural, and dwelling somewhere in the vast expanse about us, creating and maintaining all things by His spirit, radiating from His person or presence, and which, when concentrated in the hands of His representative angels, enabled them to create the world and all things therein, and when filing or investing his prophets, apostles and Jesus Christ, enabled them to perform the wondrous works recorded in the Scriptures. They believe Jesus Christ, by the supernatural circumstances of His birth, to have been the son of God, deriving from God supreme moral character, and inheriting from His mother the common nature of Adam. That He was not God, neither a mere man, nor had an existence prior to His supernatural birth or creation. That He was destined in the wisdom of God to play three great characters in the drama of human affairs—Saviour, priest, and king; that He has fulfilled the rôle of prophet; that He is now officiating as high priest or mediator for the faithful, but has yet to return to the earth and assume His kingly office, which consists as a lineal descendant and the legal heir of David in his rule over the twelve tribes of Israel, located and established in their native land. This has been the hope of Israel for centuries, and all that the malignity and cruelty that man could invent or suggest never could obliterate it from their hearts and fondest aspirations. With God's holy nation as immediate subjects, the returned King of the Jews as the King of Glory, and associate kings and priests, the purified saints of the preceding ages. God will establish a divine, just, iron government over the entire world—thus securing to mankind privileges and advantages never before enjoyed; obliterating war from the annals of mankind, instituting righteousness over the earth as the waters cover the sea, instructing the entire human family, from the least to the greatest, in the knowledge of God, and withdrawing the attention of men from the internecine struggle for bread and illusory power or love and devotion to their Creator and the study and contemplation of His works.

The works of the Christadelphians are various, but the most prominent and comprehensive treating upon these questions are from the pen of the late Dr. John Thomas, who for many years was the champion of the restoration of apostolic Christianity, and are, *Elpis, Israel. Eureka*, an exposition of the Apocalypse; *Phaneroses*, a treatise upon the unity and manifestation of the Deity; *Anastasis*, judgment and resurrection. Public meetings of the Christadelphians are held each Sunday in the principal cities of England and America.

CHRISTADELPHIAN.

NEW-YORK, Thursday, May 8, 1873.

Annexation of the Lower Towns of Westchester County.

To the Editor of the New-York Times:

It seems as if the people of the present City took but little if any interest in this important question, so few are the comments made in the papers, and so little is the matter discussed. But it is important, and if some measure of the kind is not soon consummated, we New-Yorkers will be sure to regret it. What is needed to make the City what it ought to be is more spare room for the great numbers of those who cannot afford to pay the prices demanded for our City lots, and who are rapidly leaving us for the tempting villages of New-Jersey, where they can purchase a house and lot for the price they must pay for the latter alone on the island. It has been estimated by well-informed persons that New-York is losing a population of 40,000 each year, who settle in the surrounding towns, in order to obtain cheap homes. When it is considered what an amount is lost to the City in the taxes these people would pay, it will be seen how necessary it is that an effort should be made to retain them within our corporate limits. In the towns which are to be annexed, there is ample room for this great class, who constitute the best possible population, and without whom no city can be well governed or prosperous. The poor man, too, can there find lots so cheap that he can purchase with his savings and become the possessor of a home of his own, instead of spending his life in the crowded tenements of the eastern part of the island.

Along the southern side of the district, where it is bounded by the Sound and the Harlem River, is a magnificent water-front, already occupied to a considerable degree by railroads and manufactories. Another great want of the City is therefore met, for the increasing commerce can here find room for its requirements, which it cannot obtain in the City, and which it seeks on the other side of the North River or in Brooklyn. The town of Morrisania, which has been laid out with considerable skill by a commission appointed by the Legislature in 1868, is admirably arranged along its water-front for the accommodation of commerce. Instead of running an exterior street along the water-line, as is done on the island, separating the warehouses from the docks, room is left for the erection of the warehouses directly on the water's edge. A vessel landing at Port Morris will, therefore, be enabled to transfer her cargo either directly into the railroad-cars or into store-houses alongside of which she can lie, and thus avoid all the expense and exposure of transferring freight from one side of the street to the other.

It is plain New-York wants additional territory, and that none of the surrounding towns are so well located or so well adapted for annexation as these three situated directly adjoining the island, and already connected by numerous bridges. The towns, too, will be benefited, for they need the prestige which the name of New-York alone can give; they need, too, stability in their government, and require for their proper development the well-organized bureau of our City Government. Both parties to the arrangement need annexation

THE CITY PRISON.

Necessity for a New Edifice—Proposal to Abandon Bellevue Hospital—Views of Officials and Others.

A resolution having been offered before the Board of Aldermen, and adopted on March 8, 1873, reciting that "it has been publicly stated and generally believed that the building known as the Tombs, or City Prison, is in many essential respects wholly unfit for occupancy for any purpose of habitation, being unhealthy, dilapidated, and infested with rats and vermin," the Committee on Public Works of the board was assigned to make a thorough investigation of the premises, and twice visited them for that purpose. The prison was found to be in good order and clean on both occasions, and under good discipline. The principal defect was found in the drainage and sewerage, and this could not be remedied except at a heavy cost not warranted by existing circumstances. The building was opened as a prison thirty-five years ago, when the population of the City was only 300,000; but the criminal business had outgrown the facilities for the detention of persons awaiting trial by the rapid and unprovided-for increase in population, which has increased nearly four-fold, especially as regards the dangerous classes. The prison was constructed originally for 200 persons, while the average now exceeds 500 persons, requiring three and often more to occupy the same cell which was originally intended for one. The primitive principles of lighting, heating, and ventilation of forty years ago have been found inadequate to the present requirements, and the serious overcrowding of prisoners, together with the watery foundation, rendered the present City Prison totally unfit for the purpose for which it is now put. Several messages had been sent to the Board of Aldermen by different mayors on the subject of its inappropriateness as a prison of detention, and the committee, after a thorough personal investigation, became convinced of the necessity for a new prison, and recommended that a new building should be erected "in close proximity to the water, as seven-tenths of the prisoners were committed to the Penitentiary on Blackwell's Island, and "conveyances by water would be safer" than the method at present adopted. The committee also recommend that "the buildings should contain ample accommodations" for "one district police court, for the Special and General Sessions, and Oyer and Terminer," to save the marching of prisoners for trial through the streets. The committee was of opinion that the sale of the present site of the Tombs, or City Prison, would furnish adequate funds for the purchase of a new site, as the march of progress had brought this property within the heart of the business portion of the City, while the land to be used might be obtained at a cheaper rate, leaving a sufficient balance for the erection of the prison. The Legislature having taken action in the matter by the introduction of a bill into the Assembly "to provide for the location and erection of a new City prison, and for holding certain courts in the City of New-York," the committee recommended its approval by the Common Council. This act recommended that the Mayor, Controller, and the President of the Board of Aldermen be "constituted commissioners to locate and erect a suitable building;" but provided that the land so selected should "be situated within the Seventh, Eleventh, or Thirteenth Ward of the City."

In order then to ascertain what the opinions were of those who had given some consideration to the subject, the reporters of THE TIMES called upon several of the County officials and others, and learned from them what they considered to be the most advisable place for locating the proposed City prison and appendant courts, and the reasons they had for holding such opinions.

Dr. Stephen Smith, Health Commissioner, on learning the object of the inquiry, stated that he had been connected with Bellevue Hospital for upward of twenty years. In his opinion the location and buildings were entirely unfit for hospital purposes. The ground is low and wet, and the hospital is so inclosed by large and offensive manufactories that the air of the place and vicinity is very detrimental to the sick. The buildings were originally intended for almshouse and prison purposes, and do not in any respect meet the requirements of modern hospital construction. At the date of their erection, 1811-16, the proper construction of hospital buildings was in general unknown and unheeded, so that if they had been arranged for hospitals, they would have been as they are, of the most faulty description. The buildings have been occupied by paupers for fifty-seven years, with the exception of the north wing and upper story. During that time they have been crowded at different periods with all forms of contagious diseases. At one time the deaths from typhus fever have been so numerous that the physician had to step over the dead to visit the living. At another, cholera had so devastated the inmates that the living could not remove the dead.

It could not but follow that buildings so ill-constructed for ventilation, on grounds imperfectly drained, would in time become saturated with the poisonous emanations and excreta of the sick. And to such an extent is this true, that in my opinion the only adequate remedy that can be applied is the entire abandonment of the buildings and grounds for hospital purposes. The mortality of patients in public hospitals from all the diseases treated has long been excessive. Surgical and obstetrical cases are only more delicate indices of the healthfulness of a hospital than medical cases. Great mortality from the former is the equivalent of tedious convalescence of the latter. That the mortality of surgical and obstetrical cases is excessive is abundantly shown by the records of the hospital. The fear of the surgeons and obstetricians of that institution is generally that their patients will die, not of the diseases with which they enter, but of those which they contract within the hospital.

In continuing, Dr. Smith said that his objections to the continuance of Bellevue as a hospital were:

1. The situation is now unsuited for a hospital.
2. The buildings are not, and never can be, so constructed as to adapt them to the conditions of a healthy hospital.
3. The grounds and buildings are so saturated with the germs of disease that no amount of cleansing can eradicate them.
4. Experience teaches that but small numbers of acute diseases can be safely brought together for treatment in one building, and that convalescent and chronic cases should be treated in hospitals located outside of cities in the open country.

As the Commissioners of Charities contemplate a reconstruction of portions of the hospital in order to improve its condition, the time is propitious for settling the question whether the public interest would not be far better served by the abandonment of this location as an hospital and the conversion of its buildings to other purposes. No person familiar with the improvements in hospital construction can doubt that all large hospitals must be abandoned and small hospitals be substituted, especially for acute diseases. Dr. Smith believed that if several well-arranged small hospitals were located in different parts of the City in which the acute diseases were treated, and a convalescent hospital were located on Ward's Island in which convalescent and chronic cases were treated, the total mortality of the patients entering these hospitals would be diminished at least fifty per cent. This change would not be expensive, as buildings of a cheap kind could be erected in the City. He added that, in his opinion, the adaptation of Bellevue Hospital to a prison, would, as far as the arrangement of the buildings is concerned, be very inexpensive. It would not be as healthful as it would be if located in a more open space, but having the river in front, and being thoroughly cleansed, renovated, and ventilated, it would be more healthful than any other site on the river front below Forty-ninth-street.

Dr. Markoe, of No. 20 West Thirtieth-street, who has been one of the surgeons at Bellevue Hospital for four or five years, and was previously attached to the New-York Hospital, said that Bellevue Hospital did not meet the requirements of hospital construction, but he was not sure that small hospitals would give better results. The mortality arising from pyæmia was very great, in fact exceeded anything he ever knew. In every hospital pyæmia was prevalent; but in Bellevue it was excessive. The building was never constructed for a hospital, but for an alms-house, for people in good health, but in the absence of anything better it answered the purpose. He did not think anything could be done to make the hospital healthy, for the whole building was saturated with a poison very dangerous to persons undergoing operations and amputations; but in his opinion it would answer very well for a prison, as the noxious atmosphere that has so bad an effect on wounded persons would not be so likely to affect persons in the general good health of prisoners. The location was a good one for a prison, as it was a healthy spot generally, and had easy access to and from the islands on which the reformatory institutions are placed. The disadvantages of Bellevue Hospital make the cases placed under the care of surgeons very arduous, and often cause a great deal of dissatisfaction to all parties.

Dr. Buck, of No. 48 West Twenty-ninth-street, who has had some experience in hospital practice, said he did not regard Bellevue Hospital as meeting the present requirements of hospital construction; but he did not approve entirely of small hospitals, as he thought it would be difficult to get in them the same amount of talent as might be easily obtained at a larger establishment. The advantages to convalescing patients of plenty of fresh air was great, and a hospital located on the islands, or in the country, would be for them especially advantageous; but, with both surgical and medical cases of an acute character, the treatment must be near at hand. With regard to the economy of making such a change, he would give no decided opinion, but the plan would certainly save life. He did not believe any expenditure of money would make Bellevue Hospital healthy, unless the building was torn down, but it could be made a healthy prison for less than one-half the expense. It had more than two advantages as a prison to every one as a hospital. As a prison it might be made a very healthy place, and that without much cost, but as a hospital he did not think it could ever again be made healthy. Wherever a number of patients are concentrated into a ward, especially suffering from different causes, the poisonous exhalations from each must affect the others, and finally, through the walls and flooring, infect the whole of that part of the building. He cited several cases to illustrate the foregoing statements, but said the infection would not necessarily destroy the usefulness of the building for prison purposes, for the reasons before alluded to.

Dr. Sands, of No. 35 West Thirty-third-street, who has been connected with Bellevue Hospital for over twenty years, said he regarded Bellevue Hospital as not suited to existing requirements; but he did not think small hospitals would be any better. The administration would be too expensive, and it would be impossible to get first-class physicians for all of them. Several good and commodious hospitals are wanted in the City, and at some not far distant time must be had—large enough to call together good medical and surgical practitioners. The buildings need not be expensively constructed, but might be made of such a material that could be easily removed every few years. Bellevue was not fit for a hospital in its present condition, although the place had been improved greatly within a few years, but it would make an admirable prison, as the location is healthy and easily ventilated. He did not believe that such changes could be made in the construction of Bellevue Hospital as would or could render it equal in healthiness to a hospital having all the modern improvements, and located properly on Blackwell's or Ward's Island; but at the same time it would be impolitic to take the hospital out of the City, where it is so much needed, as all acute cases must be treated near where they occur. If Bellevue Hospital should be taken for prison purposes, one or more large hospitals will have to be constructed in order to supply its place, and he was not prepared to speak definitely as to the advisability of such a course of procedure. But if it is definitely determined to do away with the place as a hospital, it could not be used to better advantage than as a prison, for which object it has special privileges.

Dr. Hamilton, of No. 43 West Thirty-second-street, who had been one of the surgeons at Bellevue Hospital for about twelve years, in answer to questions from a reporter of THE TIMES, gave the following answers:

Reporter—Do you regard Bellevue as meeting the present requirements of hospital construction?

Dr. Hamilton—Not entirely. The building was constructed many years ago, and it is not up to the standard of modern hospital constructions.

Reporter—Do not small hospitals give better results than larger hospitals?

Dr. Hamilton—Yes, no doubt; but the enormous expense which an ample provision for the sick poor would entail, if they were only provided for in small hospitals, will always prevent the adoption of small as a substitute for larger hospitals. I think large hospitals are constantly used in all the principal cities of Europe.

Reporter—Do you not regard the mortality from surgical cases in Bellevue excessive?

Dr. Hamilton—We have not, so far as I am informed, had any accurate statistical report upon this subject, covering any considerable period of time, within the past few years. We have had periods of increased and perhaps of excessive mortality; but I am not prepared to say that they have been greater or more frequent than in other equally large hospitals, and in which the class of patients and of accidents is similar. It must be remembered that a large majority admitted here are intemperate persons, and very many have received their injuries while in a debauch.

Reporter—Are surgical patients frequently attacked with pyæmia, erysipelas, gangrene, &c.?

Dr. Hamilton—Yes, but not more frequently, perhaps, than in other institutions similarly situated in regard to the numbers and character of its inmates.

Reporter—Do you not believe that the mortality of the patients treated would be much less if the acute cases were treated in several small well-prepared hospitals in the City, and the chronic cases in a convalescent hospital on the islands?

Dr. Hamilton—It would be better if every patient had a room, or a house, for himself alone, and the smaller the hospital the better it must be for the inmates. It is, then, only a question of money.

Reporter—Would not this change in the management of Bellevue be also more economical, first, by saving more lives, and, secondly, by making the term of hospital residence shorter?

Dr. Hamilton—It certainly would be an economy of life. As to whether the abridgment of the period of convalescence would compensate for the greater expense of management, is a question which I cannot answer.

Reporter—Do you believe that such changes can be made in the construction of Bellevue Hospital as will render it equal in healthiness to a hospital having all the modern improvements, located properly on Blackwell's or Ward's Islands?

Dr. Hamilton—I think it might, but not without the expenditure of considerable money. First of all, the water-closets would have to be removed out of the building; and then, perhaps, it might be necessary to remove the plaster from the walls in some portions of the building. But then, suppose you cannot exterminate pyæmia from Bellevue, how long can you expect a new building to remain free from it? You cannot afford to tear down these large buildings every few years, and yet this is the only way to avoid pyæmia infection.

Reporter—Could Bellevue Hospital be adapted to prison purposes?

Dr. Hamilton—This is a matter about which I do not feel competent to speak; yet it is proper to say that it appears to me that if it is really unhealthy as a hospital, it is liable to remain so as a prison, and that, in my opinion, it will cost as much to convert it into a safe prison as it would to convert it into a safe hospital.

Dr. Wylie, of the Woman's Hospital, corner of Fourth-avenue and Fiftieth-street, who has had nearly two years' connection with Bellevue Hospital, disapproved of the construction of the latter hospital. He has made hospital construction a study for some time both here and abroad. He considered the mortality from surgical cases in Bellevue excessive, especially as one-half of the amputations of all kinds die—a proportion not essential. The cause of this is the poison of pyæmia in the building, and which evil cannot be eradicated without tearing the hospital down. He approved somewhat of the plan of small hospitals, and yet he did not believe skilled practitioners would be likely to visit small hospitals, located at distant points, with the same regularity they now visit larger ones. Convalescing patients would do a great deal better where the air was pure than in a hospital having such evils as exist at Bellevue. A change of this character would be more beneficial to the lives of the patients, but he doubted the practicability of making such a change. He did not think any amount of change in the construction of Bellevue Hospital would render it equal to a new building. As to its adaptability for prison purposes, he would not care to give an opinion, as he had not given that subject a thought; but as to its present unfitness as a hospital, he had not the remotest doubt. He would not like to be forced to go to Bellevue Hospital for the purpose of having an amputation performed; not on account of a want of skill in the operators, but in consequence of the easy probability of his falling a victim to the curse of all hospitals, pyæmia.

Judge Brady, of the Supreme Court, was of opinion that the prisoner, prosecuting officer, and prisoner's counsel should be near each other, and not far removed from the court of trial. The criminal courts should be near the civil and other courts for the convenience of the members of the Bar, who had occasion to practice in all the courts, and often have occasion to run from one court to another. If the criminal business was conducted by a different class of lawyers than those who practiced in civil courts, it would not matter where the prison and the courts of trial were located; but as it is the case that lawyers do both civil and criminal business, and have occasion to accommodate themselves to civil and criminal trials going on at the same time, the courts should be near each other, and the City Prison on some side street, not above the line of Broome-street.

Judge Dowling, of the Tombs Police Court, thought the City Prison should be located on the east side, and not far from the centre of the City. He thought Bellevue Hospital a good place, especially as it was City property, and he was opposed to the purchase of new ground for such a purpose. Bellevue grounds were handy to the institutions. A good-sized yard should be constructed for the use of the prisoners to exercise in, and guards should be stationed in sufficient numbers as to overlook each other and see that the prisoners did not escape. The more open the ground, the better the guards could keep watch. He had heard of a plan to locate the prison in the Fourteenth Ward, but he thought such a scheme would be complete nonsense. Bellevue Hospital would be a better place, and the courts for trying criminals should be located near it, so that there would be no chance for a rescue while in transit, and very little for even an escape.

Alderman Morris, Chairman of the Committee of Public Works of the Common Council, said he had not selected or thought of a site, as his duty ended with his official report; but as Bellevue Hospital was City property, it would, he thought, be a desirable location.

District Attorney Phelps had not given the prison subject as full attention as it deserved, but, from his brief consideration of it, he was of opinion that all the courts should be near each other, with the District Attorney's office in close proximity thereto, and the prison for those who were awaiting trial for grave offenses within such easy distance of the courts that they could be conveyed thereto by a covered gallery or underground railroad. This prison should not be used for vagrants or those accused of minor offenses, but should be specially assigned to the detention of those prisoners whose offenses were of such a character as would necessitate the presence of a jury, counsel, &c., and could not be disposed of by a police magistrate. The latter cases should be acted upon promptly in the Police Courts, the only needed prison detention in the City being that of the police station cells, as the prisoners would go at once to the institutions on the islands, which served as a means of punishment for their offenses. The numerous cases of habeas corpus, surrendered recognizance of bail, new trials and other such matters, required, in his opinion, the District Attorney's office to be near the civil courts, and while it was necessary that the prison should be near the courts of trial, or vice versa, it would be very inconvenient for the District Attorney to have the criminal courts up-town and the civil courts down-town. He thought it would also be an unwelcome change to the majority of the practicing counsel, whose duties called them in all the courts now concentrated in the vicinity of the City Hall Park.

Mr. Carl Pfeiffer, the architect of No. 113 Broadway, was next called upon for information, when the following conversation ensued:

Reporter—Mr. Pfeiffer, do you consider Bellevue Hospital a fit place for a City Prison?

Mr. Pfeiffer—Certainly, the very best. The suggestion is an important one, and deserves the serious consideration of the authorities.

Reporter—Why do you think so?

Mr. Pfeiffer.—For several reasons. It is in the memory of many now living when Bellevue was a City Prison and Almshouse. It was here that the first tread-mill was erected, about 1824.

Reporter—Why, that was before the Tombs was constructed?

Mr. Pfeiffer—Certainly. The Tombs was built at a subsequent period. The Penitentiary on Blackwell's Island was erected even later, and the prisoners were distributed to these various institutions, the Tombs becoming a jail and the Penitentiary a County prison.

Reporter—What then became of Bellevue?

Mr. Pfeiffer—It remained an almshouse until another similar institution was established on the Island, when the land connected with Bellevue was sold. The remaining buildings were then converted into a hospital.

Reporter—Do you think the buildings suited to that purpose.

Mr. Pfeiffer—I do not, as they were originally intended for other purposes, and can never be made to serve for a first-class hospital. It has become too much inclosed by other buildings, and cannot secure the proper ventilation that a hospital requires. Again, it is far too large, as it has a capacity of from 800 to 1,000 beds; whereas it is demonstrated that small hospitals are far more healthy.

Reporter—What other advantages do you see in the proposal to turn it into a prison?

Mr. Pfeiffer—The advantages of the proposed reconversion of Bellevue into a City prison are very great. In the first place, the City owns the property on which Bellevue Hospital stands, and hence no purchase of ground is to be made. Secondly, Bellevue is no longer adapted to the conditions required to make it a first-class hospital.

Reporter—What conditions are those?

Mr. Pfeiffer—The surgeons would be able to give a better idea on this subject than myself; although I have already explained some of the defects.

Reporter—Do you think it could easily be reconverted into a prison?

Mr. Pfeiffer—I see no difficulty in the way. Some few, but not very important, alterations would be needed.

Reporter—Would these alterations be very expensive?

Mr. Pfeiffer—No, certainly not so much as it would cost to build a new prison. Perhaps it might require an expenditure of from $40,000 to $50,000; certainly not to exceed the latter sum. I intend to pay another visit to the building, and make some closer calculations, when I should be able to give the figures with greater precision.

Reporter—Then, as an architect, you do not know of any difficulties in the way of turning it easily into a prison?

Mr. Pfeiffer—Not any, so far as I can see; but it will be easier to answer that question after another visit.

THE TICHBORNE TRIAL.

Continued Public Interest—Late Proceedings—A Brief Speech—The Witnesses.

From Our Own Correspondent.

LONDON, Saturday, May 3, 1873.

It was at first supposed that the Tichborne trial, as the main cause of the story had all been gone over before, would not excite much interest. In reality, however, the excitement about it is almost worse than it was last year. There is a great crowd waiting from 8 or 9 o'clock in the morning until the doors of the court are opened toward 10, and the instant they are opened the court is crammed. At the luncheon hour and at 6½ o'clock, when the court rises, there is another gathering of people on the chance of seeing the claimant pass out. In the afternoon the throng in Westminster Hall, which is also one of the entrances to the House of Commons, is so dense that members cannot make their way through it. It is even suggested that members themselves help to swell the multitude. Last night the Home Secretary assured the House of Commons that the police would act much more vigorously against the crowd if it were not that it seemed to be composed so largely of members. Every afternoon the claimant is received by a great throng, and loudly cheered either as "Roger" or "Orton." "Hurrah! Roger" cry one side. "Just like Roger." "Bravo! Orton" is the response. "Don't fret; only ten years, you know." And from this point of view, the claimant has not made such a bad speculation. Even if he should be convicted, he will have had a very good innings. A hard-up butcher in Australia, who has managed to get himself received and entertained as a baronet, and to procure as much drink and as many cigars as he can possibly get through with for seven years, may be considered to have done not so badly for himself, even if he should have to spend the rest of his days in jail. I am afraid there are a good many butchers who would be rather inclined to jump at the offer of compounding for seven years on the high horse at this rate. Castro, whether he is Orton or Roger, has at any rate had his fling, and he has made the most of it, as far as brandy and water and similar luxuries were concerned. Very few young heirs have gone the pace at the same rapid rate. There is still a notion that the trial will not last so very long, after all; but in the meantime, the claimant's entrances into and exits from court have, in consequence of the popular excitement, become rather a serious question. It has been suggested that he should be allowed to leave the court by the Judges' private door, but the Judges object to this on the score of judicial dignity, and there is no other door except that into Westminster Hall. Every day the crowd grows more numerous and more boisterous, and one of these days something scandalous may happen. New Palace Yard, as you may fancy, has an odd look with the people picnicing at luncheon time on the prim grass-plots, under the shadow of the great Tower. The claimant is certainly the sensation of the day, and the public seem to be determined to make the most of him.

MR. HAWKINS' SPEECH.

Mr. Hawkins got through his speech in six days—fast work compared with former precedents—and it is admitted to have been a singularly powerful forensic effort. Mr. Hawkins and Sergt. Ballantine are the two comic men of the English Bar. Whenever a funny speech or a sharp bit of cross-examination is wanted, one or other is sure to be engaged; and Mr. Hawkins certainly did not overlook any opportunity of enlivening his narrative by strokes of humor. He is a consummate actor, and has an infinite command of expression both in voice and feature. He threw so much life and emphasis into the reading even of formal affidavits and dry notes of evidence, that the counsel on the other side got alarmed, and begged that somebody else might be employed to read out the documents in the case. It is impossible to conceive any one more effective in sly modulations of tone, interjected remarks, and little "asides" intended for all to hear. Even the claimant has been amused, or he felt bound to look as if he were amused, to an extent that should enable him to contemplate penal servitude with cheerful fortitude. But Mr. Hawkins has been something more than funny; he has been clear, cogent, and impressive; he has been equal to all the aspects of the case, and, if he has made the most of its absurdities, he has also done justice to its more serious and solemn passages. His speech was, of course, in a great measure, a repetition of the evidence given at the last trial. He traced Roger's history up to the day of his disappearance, when he embarked on board the Bella.

Not a soul who sailed in the Bella has ever been heard of since, unless it be the claimant, and he is unable to identify the ship which he says picked him up from a little boat after the wreck of the Bella, nor has any trace been found of the captain or of any of the crew who are supposed to have saved him. Next he turned to the career of Arthur Orton, son of a ship-butcher, in Wapping, who went abroad in early life, first to South America and then to Australia, who passed under the name of Carter at Melipella, and was some years afterward found under the name of Castro, in Australia. He was then a journeyman butcher, had been the friend and companion of bushrangers and horse-stealers, and had himself been convicted, under the name of Orton, of horse-stealing. About this time Lady Tichborne's letters were appearing in the Australian newspapers, and Castro began to practice signing the name of Tichborne (spelling it wrongly, Titchborne) in his pocket-book, and carved the initials R. C. T. on a wooden pipe. At the same time he entered the compendious reflection—"People with money and no brains are made for people with brains and no money." He fell in with Boyle, an old servant of the Tichbornes, and entered into communication through a Missing Friend's Agency with Lady Tichborne. At first his idea was to get money from her and to stop where he was; but she would give nothing until she had seen him, and after great hesitation, he decided upon going to England, and, after repeated delays, went. Lady Tichborne was then in Paris, but his first step was to Wapping, where he made particular inquiries after the Ortons and other old friends of Arthur Orton, afterward giving money to Arthur Orton's relations. He shunned all Roger Tichborne's family, and went down in disguise to Alresford to pick up information about the family and the mansion. After this he ventured to Paris, and went to bed in a dark room for his first interview with his alleged mother. Mr. Hawkins showed how ignorant the claimant was of all the particulars of Roger's early life; how he got hold of what he knew of his military career from old soldiers of Roger's regiment; how he blundered and contradicted himself; how different his talk and letters were from Roger's; how he differed in appearance, Roger being slim, and the claimant gross and bloated; Roger having marks, such as tattoo marks and scars, while the claimant had none, and the claimant marks, such as a brown mark on his side, which Roger had not; how the claimant had vainly tried to counterfeit some of Roger's marks, and to obliterate the tattoo of A. O. (Arthur Orton) on his own arm. The story of the sealed packet, and of the alleged seduction of Roger's cousin, lost nothing in Mr. Hawkins' hands, and he evidently carried the court with him when he exclaimed in accents of scorn and indignation: "No, it is impossible, incredible; we cannot believe that this man is really such a scoundrel as he pretends to be."

THE WITNESSES.

The only witnesses yet examined have been those from France—two priests, the Abbé Solis and Père Lefevre; Chatillon, Roger's tutor in Paris, and his wife, and M. D'Aransa, a Spanish gentleman, who had been very intimate with the Tichborne family. They were all very positive and confident in their repudiation of the claimant. Neither in voice, aspect, nor manner had he any resemblance to Roger. The Abbé Solis said Lady Tichborne was crazy, and twice offered him money, if he would acknowledge the claimant as Roger. Chatillon also refused to recognize him, though strongly pressed to do so. The claimant could answer none of his questions, and, after the first interview, refused to see him. *Non, non, non,* was the steadfast chorus of the French witnesses. Mme. Chatillon, a vivacious and voluble lady, was very positive on the subject. She and her husband agreed that Roger was tattooed on the arm, but they differed somewhat as to the arrangement of the marks, the lady being sure she was right and her husband wrong. She swore to the marks on the head of her children. The discrepancy shows, at least, that they were not giving concocted evidence. M. D'Aranza's evidence was very composed, explicit and precise, and his intimacy with Roger's parents and Roger himself, and his personal independence, gave great weight to what he said. He pointed out that though Roger's education had been neglected, and though he spoke English very badly, and even French, which he spoke fluently, inaccurately, he was never vulgar. He had lived among gentle folks and talked like a gentleman, making grammatical slips sometimes, but never using low or rude expressions. The Court did not sit to-day, taking a holiday on Saturdays, and when it resumes on Monday there will be some dull reading of documents for that and two or three succeeding days. All the evidence taken at the preceding trial will be gone through.

F. H. J.

NEWPORT.

The Routes of Travel—Hints for Tourists and Visitors.

From Our Own Correspondent.

NEWPORT, R. I., Tuesday, May 13, 1873.

The arrangements for the Summer travel to and from this place promise to be all that could be desired, if we may judge from present indications. First and foremost, we are to have a new day line of steamers between this place and Greenport, Long Island, to connect with the Long Island Railroad to and from New-York and Boston. New cars have been furnished by the latter company, and two powerful engines have also been built and are already on the track. The road has been reballasted, and steel rails have been laid down for nearly its entire length. As there are but few curves east of Jamaica, and the road is unusually level, great speed with safety can be made. The corporation have built two steamers, which will, it is said, make the time between Greenport and this city in two and a half hours, but which is very doubtful, as the distance is nearly fifty miles. This route is destined to be a popular one, from the fact that business men in your City can leave James-slip Ferry late in the afternoon and arrive here in six hours. It is also proposed to run trains from both Hunter's Point and Brooklyn, uniting at Jamaica, and between that place and Greenport, making, however, but two stops east of Jamaica, being intended for a fast express train. It promises to be a popular means of transit between New-York, Newport, and Boston, and will be hailed with delight by that portion of the public who are in business or social connection with the East.

The next in order is the world-famed Narragansett Steam-ship Company, whose floating palaces, as they are justly termed, cost $1,000,000 each, and they have been put on the route for the season. Nothing that your correspondent could write would do justice to this line, as it is too well known for him to attempt to do it justice. During the Winter and Spring months both the Bristol and Providence have been thoroughly overhauled and refitted with every appliance for "safety, speed, and comfort." The popularity of this line can best be seen as the steamers touch our city at this season of the year, and land their richly-freighted cargoes of horses, carriages of every description, and such merchandise as our Summer residents find use for during their stay. It must be seen to be credited. The gentlemanly agent of the company at this place, James B. Brayton, Esq., assures the public that there is no truth whatever that the President, Jay Gould, intends taking his boats to Fall River. The absurdity of such a rash undertaking can plainly be seen when it is taken into consideration that the Summer visitors, as mentioned above, bring with them their numerous horses, carriages, &c., from New-York and elsewhere, and that, if no landing were to be made at this place, they would have to be taken to Fall River, and the company be obliged to go to the additional expense of paying the Old Colony Railroad Company for transporting them back to Newport. Such a foolish step is not feared from a man with such a long head as Jay Gould is presumed to have.

The Newport and Wickford route, via the Shore Line Railroad for New-York, has commenced operations. The staunch steamer Eolus makes three trips a day from this place to Wickford, R. I., connecting at the latter place with the trains to and from New-London and Stonington with the Stonington line of steamers. It also connects with the Shore Line express for New-York, and also with trains for Hartford, Springfield, Albany, and the West. George M. Miller, Esq., of Broadway, New-York, is the President, and Theodore Warren is the agent of this line. Mr. Miller owns and occupies during the season a pretty villa at this place. Since the inauguration of this route its projectors have met with flattering success, for not only has it been a convenient route for New-York families who desire to make the trip to this city in the day time, and by land, but it has also been extensively patronized by the farmers living in the western part of the State, as it enables them to transport their produce to Newport, where a ready market can always be found for it during the Summer season.

The boats of the American Steam-boat Company are also well known, and include no less than five first-class river steamers, supplied with able, popular, and trustworthy gentlemen as captains. This company is noted for employing only such men for commanders as are known to be temperate and of sterling character, and which, no doubt, accounts for the scarcity of accidents to the line. During the Winter their larger boats have been undergoing the necessary repairs, renovating, &c., for the Summer traffic. A new boat, the Day Star, will be added, which, I learn, will be the finest equipped boat on the bay. She was built by Messrs. Lawrence & Foulke, of Greenpoint. The boats of this company ply up and down the romantic Narragansett Bay, stopping at the many excursion resorts upon its shores, and having Providence and Newport for their termini. The company own and manage the famous Rocky Point, at which place Rhode Island clams and shore dinners by thousands are partaken of. It is the objective place of many of our New-York friends, and also of the principal excursion parties, including military as well as civic organizations, from all parts of the New-England States. Its natural attractions are as widely known as any similar resort in the country, and its increasing popularity, I can allege to no other reason than that the company strictly exclude intoxicating liquors, even ale and such like, from being sold at the place. As a result of this wise move, the better classes daily frequent its shores without fear of being molested by its effects.

The Old Colony Railroad Company have also had an eye to business, and have added several new drawing-room and passenger cars to their line between Newport and Boston. In due season this wealthy corporation will make extra time-tables for the benefit of the traveling public between New-York and Boston, connecting as they do with the boats of the Narragansett Steam-ship Company, or, in fact, running special trains for this purpose, morning and night. A new depot is now being erected, and which will be a great convenience to all who patronize their route. It is rumored that the Greenport line alluded to above will make special arrangements with this company to transport their passengers East on their way from New-York. This company, whose property extends over a vast territory, have been unusually exempt from accidents for many years, the fact of which is often commented upon in view of the ate terrible catastrophes in other places.

Last, but by no means least, is the Narragansett Pier route. The little steamer Florence will make four trips daily between this place and the "Mushroom City," as it is termed, thus connecting by a pleasant sail of thirty minutes, the two watering places. It is also intended for the transportation of those passengers who come via of any of the above mentioned routes for the purpose of visiting the Pier, which as the readers of THE TIMES are well aware, is one of the principal Summer resorts in the country. The line is well patronized by Newport's visitors, who visit friends at the Pier, and with whom they exchange calls during their sojourn at either place by the way of this route.

The above completes the list of the different means of transit, and it has not been the writer's motive to promote either's interest, but simply to make mention of them, knowing they will be of advantage to the public through the extensively circulated columns of this paper. All of the routes are worthy of patronage, none more than another, and all are equally aware of the just demands of those who seek conveyance to or from our shores. The prospects for an early season are somewhat dampened by the continuation of the raw, damp, and extremely backward weather of the past two weeks; nevertheless, every nerve is being strained by the mechanics of all classes to have all the necessary preparations made for the opening of the season, which really promises to be all that can be desired. A number of the cottagers have already arrived, among whom I notice J. R. Fearing, Col. Jerome Bonaparte, Hon. Hugh T. Dickey, Geo. P. Wetmore, Sidney Brooks, Dr. Channing, and others. Many more of the resident owners are in town daily superintending the arrangements to their villas, preparatory to occupancy.

The Mixed Claims Commission will meet at this place at an early day. An elegant cottage, opposite the Club House, has been rented for their special accommodation, and if one may judge anything from the surroundings, no reason in the world exists why they should not come to a satisfactory and peaceful settlement of all the business before them. It is a pleasant spot indeed. James Gordon Bennett has purchased on Catharine-street, a neat and commodious villa, very unpretentious, however, in outward appearance, which he will doubtless occupy the latter part of the season, in company with members of the New-York Yacht Club. Gen. R. B. Potter, of New-York, has purchased of E. D. Bolt, Jr., of Boston, "The Rocks," for $75,000. This is a most eligible site, being in close proximity to the celebrated "Spouting Rock," and having a commanding view of the city proper on the north, while on the south, east, and west can be seen the blue Atlantic. The French Minister, Marquis de Noailles, has rented for the season "Fair Lawn," the residence of Levi P. Morton, Esq., of New-York. Count Corti, the Italian Minister, with Mr. Lefenerson, the Austrian Chargé d'Affaires, will occupy Nathan Barker's cottage, and will arrive about June 1.

J. G.

That Jewelry Robbery in Rochester Explained.

From the Rochester Democrat, May 12.

Our afternoon contemporaries, yesterday, called attention to the startling statement that a hotel clerk had given $15,000 in diamonds to a thief, and that the latter had escaped. The discovery was made in the course of the afternoon that the jewelry was safe in the hotel, that there was no thief in the case, and that the mislaying of a satchel had caused all the alarm. The facts are these: On Saturday, Joseph Ormsby, of the firm of Joseph Ormsby & Co., dealers in diamonds and gold jewelry, No. 9 John-street, New-York, registered at the Osburn House, and gave his satchel into the hands of the clerk, with the remark that it contained valuable property. The valise was too large to be placed in the safe, and was taken to the private office, after the owner's name had been written upon it. Later in the evening, and when another clerk was at the desk, H. Gavell, agent for a jewelry house in the Metropolis, came in, and he also had a satchel containing jewelry to a large amount. This satchel was placed in the same office, and P. M. Bromley was told of this last circumstance, though not of the former. In order to insure the safety of the property beyond peradventure, Mr. Bromley carried the satchel to his own room, and kept it there till Monday. Yesterday morning Mr. Gavell called for his satchel, and received it from Charles Bromley. Soon afterward Mr. Ormsby asked for his valise, and was told by the younger Bromley that it had already been given out. Nobody thought that two jewelers had each brought in a satchel with valuables, and so jumped to the conclusion that the man who had claimed the valise was a thief. The articles contained diamonds and jewelry to the value of $15,000, as we said, and the loss was no light matter. The police were instantly notified, and searched high and low for the supposed thief. Telegrams were sent in all directions, and preparations made to issue posters offering liberal rewards, &c. Shortly before 2 o'clock Mr. Gavell came into the hotel and left his satchel at the desk while he went to dinner. The satchel answered the description of the lost one, and when the agent came down from dinner he was immediately questioned. It took but a few words to satisfy the Messrs. Bromley that a mistake had occurred. A search was made, and concealed under some lap-robes, accidentally thrown upon it, was Mr. Ormsby's satchel. The mystery was explained. Each clerk had supposed that when a jeweler and his case was mentioned, that it referred to the traveler he had attended to, and so, for about six hours, no ordinary excitement was occasioned.

Escape of Prisoners from Auburn.

From the Auburn Advertiser, May 13.

About 4 o'clock of yesterday afternoon, four convicts employed at the asylum in building the new wing slid away unnoticed by their guard to the northern end of the asylum yard. One of the convicts proceeded to the gate of the asylum and rang the bell for the keeper, who came at once to the gate and asked what he wanted. The convict replied that he wanted to go to the prison to get some tools. Keeper Crim said he could not go without a guard, but just then the other three came up, and one of them, Winslow by name, struck at keeper Crim with a shoe-knife. Crim dodged the blow, and escaped with a slight cut, at the same time crying lustily for help. Keeper McClellan arrived at this stage of the proceedings, and fired five shots at the convicts as they were scrambling over the gate, but without effect. As several children were passing the gate at the time on their way home from school, the keeper had to be very careful in firing so as not to hit the passers-by. No blame should be attached to him for missing the convicts. He fired from the inside of the yard. The daughter of Dr. Wilkie had her hand on the bell-knob of the gate preparatory to ringing it for admission, just as the foremost of the convicts was climbing over the top of the gate. She did not wait for her call to be answered. A guard from the prison wall also fired a shot at them, but without success.

The convicts ran in several directions, across lots and down Wall-street, several keepers in rapid pursuit. James Curran, one of the fugitives, whose time would be out in 1875, was captured a short distance north of Bonker's woods, on the Troopsville road, and returned to his old quarters. John Fitzgerald was captured near the State-street toll-gate by Keeper Doyle, and was also returned. Winslow and Stephens are still at large. Winslow is one of the most desperate characters of the whole lot, and will be remembered as having stabbed Keeper Hahn on a former occasion. The convicts were dressed in suits made by themselves out of their blankets and sheets. It is probable that three or four more would have tried their hand at escaping had it not been for the rumpus at the gate. Mr. Crim was the first to give the alarm, and the credit belongs to him. Major Carpenter immediately dispatched telegrams to Syracuse and other places, and had bills giving a description of the men printed, with commendable promptness. Fifty dollars reward is offered for the capture and return of the convicts now at large, who are described as follows:

Philip Winslow, age twenty-two years; height, five feet nine inches; weight, 169 pounds; black hair, hazel eyes, light complexion, scar near left eye; English by birth. Daniel Stephens; age, twenty-one years; weight, 132 pounds; height, five feet four and a half inches; light complexion, blue eyes, brown hair; part of left ear gone; weak lungs.

South Carolina Expenditures.

Hon. F. L. Cardoze, Treasurer of South Carolina, has presented a semi-annual statement of the receipts and disbursements by him in his official capacity, the time covered being that in which he has held the position, and the amount paid out being $1,480,705 83. He says, however, that while these payments were made during the last six months, the services for the various accounts paid extend over a period of eighteen months; $718,581 30 being on account of deficiencies of the fiscal year 1871-72, and the balance, $762,124 53 on account of current expenses of the present fiscal year 1872-73. The Legislature consumed on account of "legislative expenses," "permanent," and "current printing," and in fitting up the House of Representatives, $586,000 in round numbers, or more than one-third of the entire disbursements. Two hundred and sixty-seven thousand dollars went to the support of free schools, $107,000 to the Lunatic Asylum, $183,000 for salaries, $75,000 to newspapers for publishing the laws, $62,000 to the Penitentiary, and the balance in smaller sums for various purposes.

THE CIVIL SERVICE.

Views of Secretary Richardson—The Modifications Which He Proposes to Submit to the Advisory Board.

From Our Regular Correspondent.

WASHINGTON, Thursday, May 15, 1873.

It transpires that those gentlemen who have attributed to Secretary Richardson a purpose to effect such a modification of the civil service regulations as to restore the dictation and influence of members of Congress in making appointments in the departments, have misrepresented his intentions and done him an injury which they cannot repair by any amount of indiscreet flattery. The public should remember that, as a rule, announcements from this city "on the authority of Secretary so-and-so," or introduced with "I have the highest authority," or "I am authorized to state," are generally without any authority at all. If a correspondent is absolutely certain of his facts, their positive and unequivocal statement will stand against all disparagement or contradiction, and in due time vindicate their own truthfulness.

In examining the recent list of 476 persons who passed the last Treasury civil service examination at and above the standard of sixty, for the purpose of filling forty-five vacancies in the department, Judge Richardson was forcibly reminded of the embarrassments and faults of the system as developed by its application thus far. These embarrassments have been apparent for some time, and received the serious consideration, without conclusion, of the old Advisory Board, and are discussed at some length in the report of the Treasury Board of Examiners. They were also anticipated, in considerable degree, by the bill introduced into the House last January by Hon. Samuel Hooper and drafted by Mr. Chief Clerk Saville, for the reorganization of the Treasury Department. Secretary Richardson, in determining the selections of those recommended for appointment for the forty-five vacancies before alluded to, has encountered these embarrassments afresh, and, as a result of his consideration of the subject, is prepared to present an outline of his views to the board upon its reorganization, embodying several suggestions of a new character.

The first difficulty encountered is the important fact that of the new appointments a large majority came from a region within from twenty-five to forty miles of Washington. This he looks upon as a radical defect, to be remedied by an apportionment of the appointments among the several States.

The second embarrassment is that competition for all vacancies having been thrown open to male and female applicants alike, the strict application of the rules forces women of smart education into positions requiring a knowledge of general business affairs, as well as administrative ability, which it is absolutely necessary for the efficiency of the service should be filled by men. Mr. Richardson's suggestions to remedy this defect is to classify absolutely the positions to be filled by women, and to confine their competition accordingly. As it now stands, a woman passes for a position where her duties would be to detect counterfeit coin, determine its fineness, audit accounts involving a knowledge of transportation, rates of fare, hotel expenditure, and general business affairs, which is never attained by one in a thousand, however well educated.

The Secretary's third point is probation, which is provided for now and which he would enforce with the utmost rigor. Every appointment should be temporary, and every appointee should go out, who, at the end of six months' trial failed to be recommended for permanent appointment. Mr. Richardson will further suggest that the examining boards be composed of thoroughly qualified persons wholly disconnected with the public service, and who should devote their whole time to the work. They should receive no applications, and be constantly in session, ready to examine persons from all parts of the country when they come to Washington. Experience thus far shows, that large numbers of people at a distance desiring to compete, cannot attend suddenly at a specific time, and this is another reason for the undue proportion of Maryland, Virginia, and District of Columbia applicants.

Mr. Richardson proposes to adhere to promotion by competitive examination, as now, but with greater prominence given to fitness for the peculiar duties which the appointees are called upon to perform; also, greater prominence to the manner in which they have conducted themselves while in office, their habits, character, attendance, subordination, &c., &c., so that every one desirous of promotion will feel that their daily conduct and work is equivalent to a daily examination for promotion. Mr. Richardson's last principal suggestion is to make absolute the prohibition against making a removal simply to make a vacancy to be filled by another person. This effectually cuts off one of the great sources of annoyance and injury inflicted by members of Congress, who, under pressure of hungry friends, are sometimes as influential and pertinacious in making vacancies as in filling them.

These are the points of the suggestions proposed to be submitted by Judge Richardson to the Advisory Board, with a view to a modification of the system of regulations. Before the civil service rules were adopted the places in the departments were filled by competition between members of Congress, and those members who were most active and pertinacious, and had the most "cheek," generally got the lion's share of the positions, while the modest member suffered in the estimation of his needy friends. The civil service rules, as they now exist, have bettered all this, but have engrafted another though lesser evil upon the service. The competition has been changed from a strife between members of Congress to a mere contest of literary and educational qualifications, without special regard to practical affairs, character, or habits. As the rules now stand all the testimony required as to habits or character is the certificate of two persons well known in the community in which they live. Any scamp almost can get the certificate of the pastor of his parish, and thus armed, the regulations are complied with. But every practical business man will readily appreciate the embarrassment felt by the Secretary of the Treasury when he was called upon to select forty-five clerks for more or less responsible positions, and was compelled to take a large majority of persons of whom he knew absolutely nothing, and of whom nothing was shown except that they had exhibited much intelligence and expertness in passing the examination. No bank would fill vacancies in this way; no mercantile house, having due regard for integrity or efficiency in its management, would adopt such a plan. Hence the necessity for changing the regulations so that the competition shall be in regard to *all* the qualifications for position.

CYMON.

Capt. Garrett J. Leydecker.

Capt. Leydecker, who has just completed the photographic survey of the lava beds under such perilous and difficult circumstances, is a New-York boy. He first won distinction at a competitive examination at the public school in Clark-street, in 1859, and was appointed to the West Point Academy by Gen. Daniel E. Sickles, then Congressman from that district. He graduated from West Point in the class of 1863, standing first on the list, and was made First Lieutenant of the Engineer Corps. Probably the only cadet that ever graduated a First Lieutenant of Engineers, the almost invariable rule being to commission the graduate a Second Lieutenant. He was assigned to Gen. Meade's staff, and participated in the engagements before Petersburg and Richmond. At the termination of the rebellion he was ordered to New-York Harbor, and subsequently made a survey of the Northern lakes. In 1866 he was ordered to the Light-house Board at New-Orleans, and in the following year made a survey along the Southern coast, restoring the lights destroyed during the rebellion. The following year Capt. Leydecker was assigned to West Point as Professor of Engineering, where he remained until ordered to report to Gen. Schofield at San Francisco. Capt. Leydecker is but twenty-nine years of age, and is a son of Deputy Collector John J. Leydecker, of the Custom-house. The entire lava country was accurately surveyed and photographed by Capt. Leydecker and party, and Gen. Davis now has an accurate copy of every rocky fastness of that remarkable region.

THE ST. LOUIS BRIDGE.

Description of the Great Roadway Across the Father of Waters—The World's Eighth Wonder.

From Our Special Correspondent.

ST. LOUIS, Planters' House, Sunday, May 11, 1873.

We have seen the bridge which is, without doubt, the eighth wonder of the world. Capt. James B. Eads, the engineer, was so kind as to escort a party of our excursionists to the first abutment, and there we saw things that simply astonished us. The first point that struck earliest and most forcibly on the imagination was the wonderful fertility of invention of the builder, Capt. Eads. In the vast majority of bridges which engineers erect there are no special difficulties in the way of construction. That which has been done is simply repeated, and often no variation whatsoever is required. In those long bridges which English engineers have constructed in Western India—over the Taptee and the Nerbudda, for example—there is nothing original whatsoever. The principle of using hollow iron cylinders had been established by the bridge over the Shannon at Athlone, under some difficulties, and in India, as there was no necessity to have broad spans between the piles, the bridges there became the simplest things in engineering. It was far different in the Mississippi bridge. There not only were there immense difficulties, but they were such as had not been opposed to the enterprise of any other engineer. Hence it was that Capt. Eads has had to invent at every step, and this bridge is as truly an invention and a child of his brain as if there had never been a bridge built before in the history of the world. And this is a thing which the uninitiated do not know, and perhaps will not comprehend. To them the bridge over the Mississippi will simply be a longer and higher structure than usual. And yet this bridge stands *per se*, isolated by a thousand things from any other. In the first place it sets out to do more than any other. It has not only a double track for locomotives, but above that there is another track fifty-two feet broad, on which there is a double line for horse-cars and a double tramway for ordinary vehicles, and a sidewalk on each side nine feet broad. More than that, it is, to all intents and purposes, a double bridge, and if through some untoward fate an accident should happen on one side it would have no effect upon the other. The principle of the bridge is, I suppose, an arched truss, the trestle-work being supported by chords of cast-steel. These have been cast in lengths of twelve feet, and as the spans from each side are 500 feet, this gives forty-two lengths. These lengths are tubes, or more correctly speaking, staves of steel, surrounded by a cast-steel envelope, with bands shrunk on at the ends. The reader will please to observe how the inventor comes to the front here with his improvement on the ordinary cylinder. These lengths are coupled to each other by a coupling also invented for the occasion by the engineer, and the gradual rise of the arch, which is one in ten, is gained by a small cut-off from each length of tubing. The bridge being double, there are on each side four of these tubes, which are strongly braced by iron cables coming from the centre of each abutment. The railway of the locomotives is supported by struts rising perpendicularly from the joints of the tubes, and these also support the roadway above for vehicles and pedestrians. The abutments are miracles of splendid masonry. One may judge of their solidity by comparing them with the famous bridges at Montreal, and across the Menai Straits, between Holyhead and the Island of Anglesea, in England. The latter contains 84,000 cubic feet of masonry, that of Montreal 62,000, that of St. Louis 110,000. From the solid rock on which the foundations rest to the top of each is about 160 feet, necessitating enormous solidity at the base. The foundations have it, for they are hexagonal in shape, 82 feet in length, and have a weight of stone of 28,000 pounds. Below low-water line the stone used is magnesian limestone, brought from the Grafton quarries in Illinois; from that point to above high-water mark the structures are of granite, and then comes the St. Genevieve sandstone. The piers and abutments are faced with granite, and the interior sides where the sandstone shows are protected by the labyrinth of bracings, for a continuous system of lateral braces reaches from each abutment and pier to the tubes or chords. The care lavished over this most extraordinary bridge is another striking point. A mother does not so guard against all possible danger to her child as Capt. Eads does. The slightest carelessness is a criminal offense. A foreman was discharged only a few days ago for allowing the rivets of the tubes to get mixed. Each hole has its special rivet, and none other will fit with the same exactitude. The tubes are now in the process of building up, and the men are working in a tower of wood, temporarily erected, from which scaffolding and platforms run out. The whole is supported by two enormous iron cables, each of which will bear a strain of 216 tons, and each is anchored 26 feet deep into the solid rock. Now on the wooden tower are two hydraulic rams, watched over by an intelligent Irishman. As the strain increases the Irishman pumps a little water into his rams, and keeps the balance even. If the day be bad, and the cables strain a little, lowering the whole arrangement, in goes a little water into the rams, and they bear all things up to the mark again; and, if it is required to let up on the strain, then out goes a little water, and things are even again. The point of this arrangement is to prevent any loss of strength in the tubes by unnecessary straining. For the same cause half an arch is built at a time. Thus half an arch is being built from the western abutment, and from pier No. 1, in the middle of the river, half an arch is built on each side at exactly the same rate of progress. When the left side adds a length to the eight lines of tubes, the right side adds one also, so that the balance is fairly preserved. In six weeks more the half arch from the western abutment will have met the half arch from the west side of pier No. 1, and there will be a completed arch. Then the workmen will commence building up half arches on each side of pier No. 2, and the western half of No. 2 will join hands with the eastern half of No. 1. Then the second arch will be completed, and nothing will remain but to build out the half arch of the eastern abutment, and unite it to the remaining half arch of pier No. 2, and the bridge will be built. Much will remain to be done, however, before the public will be able to use it. For, together with his scheme for a bridge, Capt. Eads submitted the most grandiose plan for internal arrangements of trains which ever entered into the brain of an inventor or an engineer. It was fortunate that the city accepted the scheme, for from it will result a state of things so auspicious to St. Louis as to greatly hasten that coming destiny on which the orators of St. Louis are rather quick to dilate. There are at present thirteen railways debouching into East St. Louis from what may technically be termed the East. To connect these with the elevation of the bridge, it will be necessary to raise an embankment of some considerable length, for East St. Louis lies very low. This is their affair, and they will be only too glad to do it. But on the other side the bank is high, and the railway strikes terra firma very soon. The idea of Capt. Eads was to tunnel under the city from this point to another point about Fourteenth-street, where there used to be ponds of water known as Christian's Ponds. There was a fine open space here which the authorities were trying to coax into a little park, but as it was all made ground, and rubbish had been slid there for many years, the trees and shrubs which the authorities planted did not take kindly to the old boots, tinned-ware, and discarded crinolines which made up a considerable part of the soil. Capt. Eads proposed to make this a grand central depot for all the lines running East, and to reach it by his tunnel, so that the people of St. Louis, with hundreds of trains coming and going, would never see a single one. To the New-Yorkers who have for so long been accustomed to read of fatal accidents on the New-York Central, Hudson River, &c., where never a week passes but something or somebody is killed—either a deaf old woman, or a toddling child, or a flock of silly sheep, or an obstinate and unconverted heifer—such an arrangement seems like a stroke of an enchanters' wand. The idea was superb. It was so far-reaching, it was so ahead of the times, that it is a wonder that the authorities consented. But they actually did. Nay, more; the new Post-office and Custom-house bought sites contiguous to the tunnel, and will be reached by branch tunnels, so that all Custom-house goods and all the mails will be switched right into their premises. The wonderful manner in which this looks ahead and prevents all that crowding and jostling of vehicles on Broadway which makes it a work of daring adventure to cross a New-York street, is a fair sample of the man's brain. They who consented to this scheme were overawed by it, could not comprehend it, and thought it only a magnificent dream, like the Hoosac Tunnel, or that under-river arrangement of which Chicago used to boast. But there were a few leading men in St. Louis who saw what was coming, and they strengthened Eads' hands so well that the thing was permitted. Now everybody is full of the idea, and the express companies are making their little arrangements to profit by a system which will save half their expense of horse-flesh. And it is a certainty that before long the tunnel will have side connections, with mercantile houses along its entire length. The Grand Union Depot was always looked on with an eye of favor by the merchants. It was the tunnel only that they feared. And now Capt. Eads has presented another suggestion to the city, showing how the Western roads can be isolated also, because at present they run in a valley, which could be deepened at a trifling expense. His proposition is to lower the permanent way of the Western lines, and to inclose them within walls, which could be bridged over at the cross streets at a very trifling expense. Then all the lines of St. Louis, with the exception of the Iron Mountain, will be isolated and rendered harmless. When we consider that the expense of tunneling is a mere nothing, so to speak, for the ground is a loam that is dug with ease, and that the neighborhood abounds with suitable stone, at the lowest possible rates, and that labor is not scanty, we must allow that the design is neither expensive nor chimerical. All the great expense will be in purchasing contiguous property, so that there may be space for future additional lines, but the municipality will find their account in such a real estate speculation. Thinking of these things, one cannot but lament that New-York should not have some of these natural advantages. Her water front is unrivaled; but she is so hemmed in, so cribbed, cabined, and confined; so strung out into long lines, that the question of transit never can be solved satisfactorily. The people of St Louis hardly seem to realize what the future has in store for them; but for the country folks the tunnel is a fixed fact, of whose application they care nothing. It is their great delight to stand for hours around the wooden fence and watch the Irishmen working away with pick and shovel. Mr. Andrews, the contractor for the tunneling, told me that he had engaged all the Irishmen he could. They were not satisfactory on the more delicate bridge-work, having confused notions about rivets, which did not meet with the approbation of the great chief, Capt. Eads, all of whose arrangements unite the strength of the leviathan to the delicate symmetry of clock-work. "But for the pick and the shovel," said Mr. Andrews, "you can't beat Paddy. He has a way of throwing his weight on to the handle of the spade, a subtle crooking of the knee which no other nation can catch. Germans are capital for iron and wood work, but for the pick and shovel, an Irishman is worth half a dozen."

Perhaps it is to admire Paddy's adroitness, that the people stand around in hundreds, or it is to watch the small construction wagons drawn along by mules on the temporary tramway. The small boys who respect nothing, and whose limbs are tormented by a constant desire of motion, rush around into forbidden places, and are eternally being driven out. I saw a precocious urchin about eight years old, with a cigar, (manufactured by himself probably, out of a leaf stolen from a bale on the levee,) stuck jauntily one side of his mouth, scramble down the embankment like a cat, and approach one of the mules with evident intentions of mounting, but the creature made such a vicious side kick and laid her ears back, and squealed in such an unearthly way, that the urchin was scared, and in his fright lost his cigar and his presence of mind at the same time, being ignominiously captured and handed from one shovel man to another, until he was landed on terra firma in the roughest style. The bystanders looked on stolidly, never laughed, never moved a muscle of their faces, but regarded everything with such supreme indifference, that I could not help wondering what brought them there.

The abutment of the bridge was, as I have said, constructed of several kinds of stone, according to the external conditions. My attention was arrested by the fine quality of the sandstone, and I learned that St. Louis was singularly blessed with fine building material. The chief kinds of stone employed are magnesian limestone from Grafton, Ill., on the east side of the river, extremely cheap, and of strong, coarse quality, very suitable for foundations, especially in moist localities. Next comes the magnesian limestone of De Soto, a stone so pure and hard that it produces, when polished, the effect of marble. This stone had a high reputation some years ago, but the vein became faulty, and the stone sunk into disrepute. A perfect vein has now been opened, giving stone of a most superb substance. It can, I believe, be used for the same purposes as white marble, but at present it is used for facing buildings constructed of dark materials. Next in importance is the Warrensburg sandstone, of a dun color, the quarry of which is on the Atlantic and Ohio Railway, and belongs to that company. It is of apparently inexhaustible quantity, very close in grain, very perfect in quality, being free from iron and other staining substances. It is rapidly coming into notice, though only just developed, and will undoubtedly be the source of employment to thousands, and of great revenue to the corporation. Of almost equal value is the sandstone from St. Genevieve, an old French town on the Mississippi, about ninety miles from St. Louis. This stone, when perfect is the best of all, but it has, occasionally, iron and other disintegrating substances. At the present moment they are working a vein which is absolutely pure, and cannot be excelled for building material. It is of a warm yellowish tone and very free in grain, answering easily the efforts of the carver. The pride of St. Louis, the Mutual Life Insurance Company building, is of this stone, all but the basement, which is of another stone, to be described subsequently. Here it is almost impossible to detect an imperfection, but another building now in process of erection of the same material offers stone of a still finer grain. This building is the St. Louis agency of the Singer Sewing-machine Company. That great corporation has mapped out the United States into departments, which are controlled by financial agents. St. Louis is the head of one of these, comprising three contiguous States and a portion of Texas, and of the Indian Territory. The agent is Oscar F. Lowe, Esq., who was one of the few gentlemen who appreciated the plans of Capt. Eads, and who nourishes for St. Louis the most aspiring ideas. It is the delight and solace of his business life to keep back the Chicago agent and to demonstrate to the mother house in New-York that St. Louis is only second in importance for the sale of machines to the Metropolis itself. Mr. Makenzie, the Superintendent of the Singer Sewing-machine Company, who, it may be remembered, took such a sensible stand last year at the time of the strikes for the eight-hour business, has been quite won over to these aspiring views, and has authorized the construction of a store which will be to the one in New-York what Hyperion is to a satyr. It will be 160 feet in height, with a Mansard roof like that of the Paran-Stevens French apartment house, built by Richard Heart. Beneath this imposing many-storied Mansard will be five lofty stories in the neo-Greek style with large windows. The basement will have enormous windows of one single pane. The materials are to be the St. Genevieve sandstone and a superb red granite, which is only just coming into notice, and is found in inexhaustible quantities between Pilot Knob and Iron Mountain, on the Iron Mountain Railroad. This stone is to be used for superbly-polished columns between all the windows, the capitals being of the sandstone which carves so freely. The character of the capitals is modern, being formed of all the principal fruits and vegetable productions of the State. There are to be tablets and entablatures on various parts of the façade of a fine gray granite, found on the Atlantic and Pacific Road, which is very hard and takes a very fine polish. The first floor of this structure is up now, and the row of granite columns now up is an unfailing source of pride to the folks here, who pointed the store out on our first day of arrival. Unpolished, this granite has a fine effect, and marries well in tone with either the Warrensberg or St. Genevieve sandstones. Its first trial in this style was on the insurance building of which I have spoken, but here it was restricted to the basement. The proper way would be to face the sandstone buildings with this unpolished granite. People, however, have gone crazy over the polished stone, and since the columns have been put up on Mr. Lowe's store the owner of the quarry, Mr. P. W. Schneider, has received orders for columns in every direction. He has now contracts for columns for the State-house at Springfield, Ill., for the cathedral at New-Orleans, for the Custom-house in St. Louis, and for private buildings of large size in and around St. Louis. Such is the superior cheapness of this magnificent stone that it can be delivered at Springfield, Ill., thirty-three per cent. cheaper than the Aberdeen granite and still leave a handsome margin for profit. The excessive rates of freight as you approach New-York will, I suppose, make the Aberdeen granite the cheaper of the two in the Metropolis. But the St. Louis article is the more beautiful of the two, and the Park Commissioners, if they intend the Shakespeare statue and the Indian Hunter to have pedestals, will do well to examine into the subject.

Mr. Opdyke being too sick to join the party, we shall go on without him. We start to-morrow for the trip on the A. and P. line.

GAR.

P. S.—The bankers and dealers in stocks of Wall-street will be glad to learn that the disagreement between the railroads and the State of Missouri about the constitutionality of the sales is being settled amicably and satisfactorily. It was only a technicality after all, raised by a lawyer who thought he saw a point.

CUMULATIVE VOTING.

A Modification of the Scheme to be Tried in the Election of Judges in Pennsylvania.

The Constitutional Convention of Pennsylvania, yesterday, in Committee of the Whole, Gen. Harry White in the chair, took up section 16 of the report of the Committee on the Judiciary, the question being that of cumulative voting in the election of judges, proposed in an amendment by Mr. Corson, of Montgomery. The section reads as follows:

SECTION 16. In all elections of judges, whenever two or more are to be elected for the same term of service, each voter shall have as many votes as there are judges to be elected, and may give all his votes to a smaller number of persons than the whole number to be chosen, and the candidates highest in vote shall be declared elected.

Mr. McVeagh doubted the propriety of incorporating an amendment providing for cumulative voting in the Constitution before that system has been tested. It is a radical change of general policy. It would not do to wrest the power from a successful party, except by a plan already adopted and known to the people. The members of this convention are the elect of caucuses, and are not really the representatives of the people. For this reason we should not change an ancient and acceptable policy of election now in use by the people. It was proposed that the votes of the party in power should count less, man for man, than those of the minority party. A majority Legislature has repealed all acts providing for cumulative voting. A majority Governor has just approved the repealing act, and now this convention, not elected by the people, proposes to throw this action aside, and engraft the section on the organic law of the State.

Mr. Buckalew observed that the present political complexion of the convention was arranged by the chairman of the committee, Mr. White. The plan was agreed to by both parties, and he thought any objection to the composition of the convention was unwise. He said the effect of the amendment would be simply to give the minority party two judges on the Supreme Bench at most, to five judges for the majority party.

Mr. Corson's amendment was agreed to by yeas 42, nays 37. On the section as amended the yeas were 47 and the nays 29.

MORMONISM.

How Brigham Young's Disciples Thrive in England.

The *Pall Mall Gazette* of May 1 has the following: "At a conference of Mormons which was held at Manchester the other day, under the presidency of Brother Potts, some interesting information was given respecting the progress of Mormonite affairs in that part of the country. After singing a hymn, of which the refrain was—

Oh! Babylon, oh! Babylon, we bid thee farewell;
We're going to the mountains of Ephraim to dwell—

the following statistical report for the nine months ending the 31st ultimo, was read: "The conference was made up of fourteen branches. There were seventeen elders, thirty-six teachers, and twenty-nine deacons; thirty-three persons had been baptized during the nine months, four had been excommunicated, five had died, seventeen had emigrated, and there were at the present time, including members and officers, 570 saints in Manchester and the district. During the same nine months there had been received and expended a sum of £288"—not quite ten shillings a saint—which shows that, whatever the errors of Mormonism, it is not a costly sect, as times go. Brother Schofield gave a most satisfactory account of the Manchester branch, which, he said, had nearly 100 members "all in good condition"—that was to say, leading reputable lives, and not ashamed of their faith; but he regretted to state that some few were "not exactly what could be wished." It was some consolation, however, to know that there was a margin of improvement in all of them. The saints in Manchester felt "encouraged, stimulated, and built up," and from personal knowledge Brother Schofield was able to say that there never was a time when the spirit of emigration prevailed among them more strongly than now. Time was when the Manchester branch could boast 1,000 members. Why were there so few now comparatively? Because the better class of them—those having most means—had emigrated, leaving the poorer ones behind them. Brother Stones reported upon the Pendlebury branch, which numbers forty members, all 'first rate.' 'They are,' added Brother Stones, 'all good.' Altogether the Mormonites seem to be doing well in Manchester and its neighborhood, and it is only fair on them to admit that if they cannot report all their members as being 'in good condition' there are others in that city whose mode of transacting business is 'not exactly what could be wished.'"

Indians on the Pacific Coast—The Public Statement.

From the San Francisco Bulletin.

We have about 29,000 Indians in California, two-thirds of whom recognize some sort of tribal association. According to the last census there are 383,712 Indians in the United States. Those within the area usually described as the Pacific slope may be set down as follows:

California	29,025	Washington	14,796
Nevada	16,248	Alaska	70,000
Oregon	11,278	Arizona	32,000
Total			173,425

Nearly half of all the Indians in the whole country are on the Pacific slope. This half includes the wildest and most turbulent of the tribes. The Apaches are more difficult to manage than the Sioux have ever been. If the power of a single Modoc for mischief is multiplied by the 173,000 Indians on this coast, the Federal Government would have its hands full in caring for its "wards" for some years to come. Some day we shall find out that an Indian ought to be treated like a white man—that, as a subject, he is no proper party to a treaty. His business is to obey the laws, and, if he don't obey, let the same punishment overtake him that would befall a Chinaman, or any other individual having a tawny skin. If he wants blankets, let him buy them. If he wants "Dorris' Ranch," let him buy it, and pay the hard dollars for it. If he maliciously kills anybody, let him be tried for murder, and suffer just as any ignorant white man is made to suffer. Treaties never satisfy an Indian. With whisky and a breech-loading rifle, he is above all treaties, until he wants more blankets and an extra supply of food.

OUR IRON FLEET.

Revival of the Trade in Ship-Building—The Establishments on the Delaware—A Builder's View.

From Our Special Correspondent.

WILMINGTON, Wednesday, May 14, 1873.

There is a large and powerful class in this country who are more than anxious to hear once more an American chorus rivaling with "Britannia, the Pride of the Ocean;" and many are sanguine enough to assert that, with enterprise and confidence on the part of ship-builders and wise legislation on the part of Congress, the day is not far distant when this much-desired consummation will be reached and American ship-yards will be again established on so firm a basis as to be able to enter into free and unprotected competition with the yards of Great Britain. A very practical expression of this anxiety is shown in the recent establishment of a line of powerful, first-class steamers which are to run between Philadelphia and Liverpool, under the American flag. They are being constructed in the port of Philadelphia, from funds raised by Philadelphia capitalists. Of course, there is a large admixture of local interests with patriotism; but the fact remains, that there will soon be a splendid line of steamers running between this country and Europe in more or less competition with the many great lines which sail from New-York under the British flag. Philadelphia, with her enormous manufacturing interests and her lines of railroad to the oil districts, should have plenty of freight for these steamers; her wealthy and cultured population are proverbial travelers, and should fill their cabins; it is as easy to reach the West from Philadelphia as from New-York, the new company then ought never to be at a loss for steerage passengers from the other side. At present, four vessels have been contracted for by the company. They are sister ships of 3,000 tons and 1,000 horse-power. One, the Pennsylvania, has just made her trial trip, in which she exceeded the most sanguine expectations, perhaps even of her builders. In steaming out to sea she ran seventeen statute miles per hour. The three other vessels are so rapidly approaching completion that they will follow her during the coming Summer. Is it surprising then that Philadelphia shies its sombre Quaker beaver into the air and claims all the credit to which she is justly entitled, and proclaims the Delaware River to be the great ship-building centre of the future?

It is claimed for the Delaware that the first iron vessel ever built in this country was constructed on its banks, and that the only iron sailing vessels ever built in this country were also built in Delaware yards. In 1855, Mr. Pusey built the Flora McDonald, an iron river steamer; in 1858, he built the schooner Mahlon Betts, of 280 tons, which has since been converted into a steamer. In 1869, the Harlan & Holdsworth Company built the bark Iron Age, of 700 tons. But the Delaware ship-builders have done more than this. Under the most depressing and disorganizing influences, they have been true to themselves, and have refrained from following the example of so many others in abandoning their yards and putting their capital and energies in other and more immediately profitable investments. They have never lost courage, but, to use a slang phrase, have stuck to the ship so long as she would float. The war of the rebellion transferred ship-building—which should be, from natural circumstances, one of the greatest productive interests of America—from this country to the ship-yards of England and the Clyde. It transferred the carrying of our commerce from American to British bottoms. It virtually took 1,879,495 tons of American merchant shipping from the ocean. Look at the following figures, and see the inroad made in the tonnage of American shipping during the war. They are official, having been made to the Treasury Department:

The number of tons captured and destroyed by the Alabama and other rebel cruisers, was 104,605; the number of tons transferred to foreign flags, to avoid capture, from 1862 to 1865 inclusive, was 801,301; the number of tons purchased by the Navy Department from companies and private ship-owners, was 215,978; the number of tons chartered by the United States Government for transport and other purposes, was 757,611; total, 1,879,495 tons. It is hardly necessary to say that the greater part of these vessels were totally unfit for commercial purposes at the close of the war. War naturally developes improved ship-building and improved machinery. The American ship-yards were not likely to adopt those improvements to the commercial marine of this country so long as the war lasted. But Great Britain did; and at the close of the war American merchants found all the shipping facilities they needed in English bottoms, though at increased rates, and American ship-builders found that they could not build ships within twenty-five or thirty per cent. of the cost at which they could be floated by their British competitors. The consequence was inevitable. Ship-yards were closed, and capitalists, in a great measure, transferred their capital to railroad enterprises. Every one knows how difficult it is to bring back capital to a business from which unproductiveness has driven it. That is now the great fight which ship-building has to contend in; and, as far as I can learn, the Delaware is nobly leading the van in the fight, as she can also boast that her leading ship-yards have manfully struggled through what might be called the *interregnum* in ship-building. No country in the civilized world boasts more ample resources for ship-building than the United States. This continent could bury any other country under its iron ore and coal beds and its lumber forests without using a spadeful of common earth. It has noble rivers and magnificent harbors; a people restlessly active and purely commercial and productive in their pursuits, and an extensive line of coast which invites reciprocity of trade; and yet America is only now reviving her old trade of ship-building, and has, as yet, no commercial marine worth boasting of. The means of building her own ships is one of those problems which this country must face and solve, and I am bound to say that my visit to the ship-yards of the Delaware leads me to think that the problem is much nearer solution than many people suppose. I find all the ship-builders unanimous in this opinion, though they differ somewhat as to the nearness of the solution and as to the exact desirable means to bring it about.

The one great difficulty is the price of labor; though this is not nearly so great as it is generally believed to be. England has to import all her lumber; America has her lumber at her own door-step. The price of iron, at present ruling rates and considering the present price of gold, is only one-half cent per pound cheaper in Great Britain than in the United States. To bring iron to this country after paying freight, commission, insurance, and loss of interest on capital during transportation, would enhance its price some $6 or $7 a ton; and this enhancement of price will soon be all the protection needed by American ship-builders. At least, so I am assured by one of the most prominent among them. Now as to labor. True, the wages of the British mechanic are far below those of the American; but, surprising as it may seem, the use of labor-saving machinery is so far in advance of Great Britain in this country, that that stupendous item in ship-building—expenditure—is more than sensibly lessened. Mr. John Roach, of Chester, tells me that, in this respect, American ship-yards are as far ahead of the yards of Napier, Laird, and the Clyde, as are those same yards ahead of what they were twenty-five years ago. This may be to some extent a *facon de parler*, but it is true to a great extent. I have heard the same thing from Mr. Cramp, of Philadelphia, and from Mr. Harlan, and Messrs. Pusey, Jones & Co., of Wilmington. Again, all these Delaware ship-builders are unanimous in saying that an American mechanic can do more first-rate work than an English mechanic in a given number of hours. Some say that they consider the labor of three mechanics in this country fully equal to that of four in England; others put it four to five. They attribute this in a great measure to climatic influence—that same climatic influence which has transformed the solid Englishman into the restless Yankee—and to the extra incentive to labor given by the possibility of rising from being a laborer to being an employer of labor. Another important element comes in here. The American mechanic is so far better housed and feeds on such more strengthening food, that he works with more life and strength, and is less tired at the end of his eight or ten hours' labor. One eminent ship-builder said to me: "This was one of those things I could never understand till I went to England; but as soon as I saw the contents of the men's kettles when they sat down to dinner, I was thoroughly enlightened." That some powerful influences work to this end there can be no doubt; for soon after the British mechanic has landed here, and obtained work, he manifests a similar result. Labor-saving machinery and more valuable labor, then, reduce greatly the difference in wages between this country and Great Britain. Mr. Gibbens, of the firm of Pusey, Jones & Co., even went so far as to say that, "in an American ship-yard of the first-class labor is utilised to so great a degree by the use of labor-saving machinery, that the total cost of the labor in the construction of an iron ship is really less in this country than anywhere else in the world, leaving only the difference in the cost of materials as against the American builder in the competition with the foreign constructor." He went further. He gave it as his opinion that "the great *desideratum* for the American builder—that which will enable him to compete with the constructors of England and Scotland—is the abrogation of all tariff duties upon imports, ships included." (In this last respect, Mr. Roach differs from him.) "Then, with the equalization of prices which must follow at once, and the advantage of a better labor system, which now exists, the American ship-builder will be at once the constructor of the ships which are wanted for the carrying trade of the world." I asked Mr. Gibbons what he thought to be the difference in the cost of construction of a vessel of 1,000 tons on the Delaware and on the Clyde. His reply was, from $10,000 to $12,000. Mr. Roach puts the increased cost on the Delaware at five per cent.; Mr. Harlan thinks it higher—nearer ten or twelve per cent. But even this figure is a great reduction from twenty-five or thirty per cent. I hear, however, more than whisperings of a charge against the English ship-builders which would still further lessen this difference of cost while giving an immense prestige to American-built ships. It is that they use an inferior class of iron. This may be true or not. I have no means of testing the matter, but if it be true I cannot imagine the British ship-builders adopting a more suicidal course.

While at Chester I had a very long conversation with Mr. John Roach, so well known in New-York as the proprietor of the Morgan Iron-works. Mr. Roach is the largest iron-ship builder in this country. He has now eight vessels, of an aggregate tonnage of 20,000 tons, in course of construction—two of them 5,000 tons each, and therefore speaks with considerable weight and authority. I give below some of the main points of our conversation:

Correspondent—Are the resources of this country for the construction of ships fully equal to those of Great Britain?

Mr. Roach—I consider them not only fully equal but greater, not only in material but in labor. It is true that our wages are higher, but our operatives are more energetic, and perform more work.

Correspondent—Still, this great difference in wages must be a serious thing for the American ship-builder?

Mr. Roach—Not by any means so serious as you seem to suppose. You see, we are much less affected by trade-unions and societies here than they are in Great Britain. Our operatives, seeing, as they do in many instances, that the men they labor for have once been as poor as themselves, are more disposed, each and every one of them, rather to strike out for themselves than be slaves to their unions. I am myself a very large employer of labor and have again and again told my hands that the day that the majority of the more respectable and industrious among them shall ask me to reduce the hours of labor from ten to eight hours a day, the reduction shall be made. That request has never been proffered to me, and I find that a large majority of my hands are willing to work for as many hours as they can get pay for. We have another great advantage over Great Britain in this respect. As a general thing, every man who is born in or who comes to this country soon learns to work at four or five branches of his trade, while in Great Britain an equally intelligent workman is forbidden by the trades-unions to work at any other than his own special branch of his trade, even though he remain idle for want of work.

Correspondent—How do you regard the future of the ship-building interests of this country compared with that of the ship-yards of Great Britain?

Mr. Roach—Our prospects in the future are certainly far brighter than our immediate ones, and for these reasons: Before the war, when our mechanical resources for the production of iron and coal were not so well developed as they are at present, pig-iron was made in Pennsylvania and sold in the New-York market, at a profit, at $20 to $28 per ton. This is thirty per cent. less than the cost of its production in Scotland to-day. Had it not been then for our civil war (England, mind you, had no civil war to upset her financial arrangements) no man would be so foolish as to assert that we should not to-day be able to produce pig-iron cheaper than Great Britain. We must recover from that war. Are we not rapidly recovering? Yes, and more rapidly than many of us hoped for. We shall soon begin to go ahead again; and, with wise legislation and a return to a specie basis, our opportunity for cheapening iron will be as good as is that of Great Britain to-day. It is a thorough misapplication of the word to speak of the import duties on iron and coal as *protection*. Coal and iron ore can be bought in the mines in this country as cheaply as any country in the known world. The protection then is to labor. Now it appears to me that there is not only tendency to but a certainty of a steady rise in the price of European labor till it approximates more nearly to the price of labor in this country. That is to say, that the English and German laborer will not perhaps have facilities for saving money to any extent, but they will be able to live better—as well as our laborers live. Every rise of one per cent. in labor in Europe will permit a reduction of one per cent. in our tariff; and while labor in Europe will be rising, labor here will have a tendency to go the other way in consequence of the decrease of taxation. Then the vastly superior natural resources of this country will place the American ship-builder in a position to command the markets of the world.

Correspondent—Outside of labor, what do you consider to be the difference of price between ship-building on the Delaware and ship-building on the Clyde?

Mr. Roach—From a very recent conversation with one of the largest builders in Great Britain, and comparing the prices of their materials and ours, and allowing for the premium in gold, I should not say it was over five per cent. And, as I told you before, considering our vast superiority over Great Britain in labor-saving machinery, and the quickness and activity of our mechanics, the cost of labor in the two countries is not so widely different. But there is another most important point. This same gentleman of whom I spoke assured me that he cannot build under eighteen months a ship which I can and do build in twelve months. Thus, you see, I turn my capital around a great deal faster than does the British capitalist; and this rapid turning around of capital possesses to us as large users of labor-saving machinery a very valuable though indirect advantage. You are, of course, aware that the tools we use are of the most costly character. I have [illegible] in my work-shops which have cost $20,000 to $30,000 a piece. But the inventive genius of America is so restlessly active that very valuable but very costly improvements are constantly being made in these machine tools. If, then, we can get eighteen months' work out of them in one year, as compared with the British ship-builder, it is a clear gain of six months' use of those tools to us.

Correspondent—Under these circumstances, Mr. Roach, your objection to the free introduction of foreign-built ships cannot be very strong.

Mr. Roach—It is not but for one reason. You see what is doing at the three great ship-building centres on the Delaware—Philadelphia, Chester, and Wilmington. You see the immense amount of tonnage now in course of construction at the yards of those places. In fact ship-building on the Delaware has been born again. Now, this country is in need of ships, and wants 100,000 tons, at $150 a ton, $15,000,000 worth of ships per annum. It is Great Britain's policy—and that policy has been the source of Great Britain's commercial greatness—to force the sale of her manufactures all over the world. Her policy then would be, the moment foreign-built ships were admitted here free, to flood our ports with ships for sale considerably below cost, and so destroy ship-building in this country before it had become permanently re-established. This she could well afford to do, and I have no doubt that she would do it. Having done it, she would make our ship-owners pay still more dearly for their ships than they pay here now.

Correspondent—How does this question of domestic ship-building affect the nation at large? What interest has the nation in making this concession to its ship-builders?

Mr. Roach—If we look into the history of our three great wars—the war of the Revolution, the war of 1812, and the war of the rebellion—there was no one department of our Government which added so much to our glory and did more to protect and maintain the power and dignity of the nation than our ships in the navy and merchant ships on the ocean. Now, what would be our condition if we had not power to man and equip vessels at home, but were in the habit of depending for our ships upon foreign nations with whom we might possibly be at war. I will cite two recent circumstances by way of example. Spain, formerly one of the most powerful naval nations of the world, had a difficulty with one of her colonies. She had for a long time neglected the all-important national interest of ship-building. She was consequently under the necessity of coming to the United States to get thirty gun-boats built for her. After these vessels had all been built and paid for, they were detained in this country on some technical point of international law, and were not allowed to engage in the service for which they were built until it was too late. If Spain had had ship-building yards of her own, she could have immediately availed herself of the use of them by taking into the public service such vessels as were then nearly completed, or in course of construction for private individuals. Again, Mr. Joseph Nimmo, Jr., in his report from the Bureau of Tonnage to the Secretary of the Treasury, estimates that during the rebellion the whole of the United States Navy-yards furnished only twelve per cent. of the ships and steam machinery required by the Government to subdue the rebellion, while the private ship-yards and machine-shops of the nation furnished eighty-eight per cent. Now, what would England's policy have been toward us had she known that we had only the Clyde to depend upon for that eighty-eight per cent. She would have recognized the Southern Confederacy. As it was, she knew that if she did so we should build and fit out innumerable privateers and greatly cripple, if we did not destroy, her commerce. She therefore wisely remained neutral.

Again, as to the national phase of the question. Formerly, when our American tonnage was almost on a footing with that of Great Britain, American merchants represented American shipping and commercial interests in every part of the civilized world. Those merchants were pioneers for developing American trade and opening up foreign markets for American products. But, now that England's policy has driven our ships from the ocean, our merchants are driven from these distant foreign ports, and we are only represented there by diplomatists. This is a national calamity, and affects the whole manufacturing and commercing community. If we went to war with England, our want of a great commercial marine would be disastrous to our great railroad interests, for the power of exportation of our products would cease the moment the railroads which transported them from the interior reached the seaboard. The boasted power of the great West to feed the whole world would be utterly destroyed for the want of ships to carry that food to market. Compared with the niggard, hand-to-hand policy of our Government, England's policy is gloriously far-seeing.

It has always been England's policy to encourage by subsidies large and regular-going lines of steam-ships. By so doing she has benefited her own Custom-house and her own people. Some years ago the subject of withdrawing the annual subsidy from the Great Peninsular and Oriental Steam-ship Company was mooted. The Emperor of the French, who was then in the zenith of his power, at once saw France's opportunity, and immediately entered into secret negotiations with the company for the purchase of the whole of their magnificent fleet of vessels. *Esprit de corps* came to England's rescue so soon as the matter was noised abroad. The spirit of the people was roused, and they showed their determination to keep up the national prestige and maintain Great Britain's proud position on the ocean by voting the renewal of the subsidy almost by acclamation. How humiliating is our position when not even the American mail is carried under the American flag. While Great Britain in this respect is constantly encouraging her people to go ahead, the United States Government allows the American to sit on his office-stool and suck his finger.

So far as I can judge, the future prospects of the Delaware ship builders must be encouraging. In their yards there are now on the stocks and ready for delivery 40,000 tons of iron shipping. Surely this work has not all been done at a loss! And is not that pretty strong evidence of the advance toward equal competition with Great Britain which has been made in the last few years? In this letter I have confined myself entirely to iron ship-building. Apart from the fact that the iron ship is recognized as the ship of the future, the only wooden vessels built on the Delaware are schooners and small coasting vessels, which the law ordains shall be built in domestic yards. They do not, therefore, affect in any way the question of foreign competition in rebuilding our commercial marine. In a future letter I shall write more in detail of these Delaware ship-yards and what they have done and are doing.

The Countess Guiccioli's Literary Remains.

The supplement of the *Allgemeine Zeitung* of the 16th of April has an article upon Swinburne's *Byron*, and detailed quotations from the preface of the new editor, in which the hope is expressed that "something at once new and true" may one day be brought to light concerning Byron's life. "However, this, like much else besides, lies in the lap of the gods, and especially in the lap of one goddess, who still treads the earth. Till she speaks we cannot guess what she may have to say." To this phrase the editor adds: "Countess Guiccioli has died meanwhile without divulging anything." Now (says Mr. Karl Hillebrand, writing to us from Florence,) I have had the privilege of looking through the whole of the extremely valuable manuscript collection left by the Countess, which is still in the possession of her family. It contains, besides the MS. of a work on *Byron's Stay in Italy*, by the Countess, which is full of unpublished letters and contemporary notices, a quantity of Lord Byron's autograph manuscripts (for instance of *Marino Faliero*, several cantos of *Don Juan*, *Dante's Prophecy*, &c.,) and what is a good deal more important, an extensive correspondence, dating from 1820 to 1823, which, however, is hardly adapted for publication.

FASHIONS FOR MAY.

Le Follet says the reign of light colors and thin materials is supposed to commence this month, and hopes that the weather will be sufficiently [illegible] to allow of our fair readers wearing all the elegancies prepared for them. Stripes and pattern materials are very much in favor; but many ladies prefer the plain colors, and we advise all who are at all restricted in the sums spent on their toilet to select the latter, as they do not get out of date, and can be employed in a variety of ways to greater advantage.

There is no particularly new material this month. Of course, several old friends have been renamed for the season, but the novelties are more in color and pattern than fabric. Grenadines, both silk and wool, will be much worn this Summer, and a black silk grenadine [illegible] useful addition to every lady's wardrobe. These should be made with a long skirt, trimmed according to the taste of the wearer [illegible], and accompanied by a little [illegible], or polonaise. In the latter case the polonaise should be that known as the [illegible]—not tightly fitting, which is [illegible] material, but setting to the figure, and confined at the waist by a ceinture. If a grenadine [illegible] is thus made, trimmed with black [illegible], can be worn over any color, either the whole dress, or simply the polonaise. If it is trimmed with bouillonnés edged with lace—the prettiest and most elegant style—a colored ribbon to match any under-dress with which it is worn can be [illegible], in a very short time, and adds considerably to the finished and elegant appearance of the toilet.

All the above observations will apply equally well to white muslin, which will be in [illegible] greater favor this year [illegible] muslin flounces of different widths, edged with lace, and plaited or finished with a bouillon [illegible] in the flounce by the [illegible] cords, will be a necessary adjunct to the wardrobe of every young lady.

Many very pretty mixtures of colors are [illegible]. For this purpose the different shades of [illegible] grey adapt themselves more readily to the juxtaposition of bright colors than any other of the neutral tints; for instance, grey and [illegible], grey and green, or for older ladies, grey and brown, so admirably [illegible]. Of these [illegible] green and a particular cool shade of grey have a most charming effect together; the color is either used simply as a trimming, or forms a large component part of the [illegible].

The out-door morning dresses are made just to touch, or even to clear the ground. The [illegible] style is [illegible] and makes. If made of an [illegible] material, they are better [illegible] [illegible] bodices with [illegible] are [illegible] worn in all kinds of materials and for all occasions. Many polonaises are made open at the [illegible] and skirt, to show the waistcoat; in other cases the [illegible] a piece of different material or color [illegible] that part of the bodice which would display it.

Lace, handsome fringes, white muslin and lace plaitings, or silk [illegible], and plaited frills of the same color, are the most [illegible] ornaments. Ruchings and bouillonnés are very much worn in all materials, and certainly are the lightest and most [illegible] trimming of any.

Dinner and evening dresses of all kinds, if not intended for dancing, are made with very long trains, sometimes with a [illegible] skirt and a long [illegible] skirt with [illegible]. Low bodices and [illegible] dinner-dresses, with lace [illegible] and fichus, are very [illegible] worn, and have a very becoming and [illegible] effect. [illegible] lace flounces on a skirt without [illegible]; this is always desirable, and can be done [illegible] variety of style and shape.

The stand-up frills, or fraises, of lace or plain [illegible], are most fashionable for low as well as [illegible] dresses; in fact, for the latter hardly anything else is seen. Of course, very short [illegible], or those with short throats, will not [illegible] of adopting these frills, which would be the most unbecoming style imaginable.

Ball dresses are a mass of puffings, frills, and [illegible], made of the lightest possible materials, and trimmed with flowers in sprays or [illegible]. The skirts are only a few inches on the ground at the back, and a convenient length at the front and sides for dancing.

Many long skirts of silk or satin for indoor wear, whether for afternoon or evening, have a plaited flounce of stuff set [illegible] the back breadths; this causes the train to sit [illegible]. Almost all silk dresses have a [illegible] closely-plaited muslin flounce tacked to the [illegible], so as to show a little below [illegible] the edge of the skirt, and gives the appearance of a muslin petticoat of equal length.

The number of muslin and lace [illegible] fichus, gilets, and gilet fichus worn is [illegible]. For morning wear, colored cambric and [illegible] take the place of the [illegible], and [illegible] worn in the afternoon and evening.

The mantles of the same material as the dress, when not made on taille—that is, showing the figure—are generally longer in front than at the back. The pèlerines that only reach the waist at the back sometimes have two square ends forming a tablier in front.

The pèlerines "Marie Antoinette," crossed over the chest with long ends tying behind, have made their reappearance, as we predicted, for this month, and are being made in transparent and thin materials by the [illegible]. The "Plate of Mantles" and the "Descriptions" will give the best idea possible of the most fashionably worn [illegible] of different materials to the dresses.

[illegible]

Obstructions in the Delaware.

From the Philadelphia Ledger, May 15.

The Board of United States Engineers appointed to examine and report upon some plan to prevent the ice gorging in the Delaware at the Horse-shoe, completed their labors yesterday by agreeing to report upon the the plan submitted by Col. Kurtz. His plan, as has heretofore been stated, proposed to construct a crib work on iron piles, which are to be driven in a straight line from Gloucester Point to Eagle Point on the Jersey shore, and from Greenwich Point to the head of League Island, and from the mouth of the Schuylkill to a point below. The piles will be so driven that each two will form a triangle in order to resist the pressure of the ice. The average width between the rows of piles on the east and west side of the river will be about 2,000 feet. The cost of the work is estimated at about $1,000,000, toward which an appropriation of $50,000 has been made. The Committee of Councils on Obstructions in the Delaware met with the board yesterday and expressed themselves pleased with the plan proposed.

Emigration to the Pacific Coast.

From the San Francisco Bulletin, May 2.

An observing citizen who has given special attention to immigration matters, estimates that, for some days past, the average arrival of immigrants has been equal to 100 a day. This is a small current, it is true, but if it could be maintained for a year the State would begin to reap in a tangible way its benefits. The Spring months are the most favorable for immigration, but all months favor an incoming population. All the immigrants do not remain. Oregon draws off a considerable number. Her immense body of cheap lands and moist climate are very great attractions. But the largest proportion remain in California. They find opportunities enough for labor, or to purchase land at reasonable prices. Those who have come here to escape the oppression of climate at the East will not look beyond California.

Suing a Dead Commission—New Court-House Claim.

Application was made yesterday to Judge Fancher, in Supreme Court, Chambers, for writs of mandamus to compel the Board of Audit and Apportionment to allow the Court-house Commissioners to make requisition for, and the Controller to pay, the amount of a claim made by the Tuttle & Bailey Manufacturing Company for materials furnished for the new Court-house. The application was opposed on the ground that there was no fund in the hands of Mr. Green to meet the claim; that the Court-house Commissioners exist no more, and the Board of Audit is superseded by a Board of Estimate and Apportionment.

Counsel for the claimant said he had served the Controller, who was a member of the new board, and he thought that sufficient.

Judge Fancher thought otherwise, and recommended him to serve papers with the proper title, and on all the members of the board.

Court of General Sessions—The $12,000 Robbery.

In the Court of General Sessions yesterday, before Judge Sutherland, a boy named Daniel Sullivan, charged with the larceny of a quantity of human hair valued at $46, the property of D. W. Hauser, No. 200 Bowery, pleaded guilty and was sent to State Prison for eighteen months.

Michael Berry, a private watchman employed on the dock at Forty-sixth-street and East River, was placed on trial, charged, jointly with Annie Lillis, with receiving over $12,000 worth of stolen property. On the 1st of May, as has already been reported in THE TIMES, a truck-load of trunks, the property of William H. Gale, was daringly seized on Fifth-avenue by Peter Donnelly and Lawrence Hines—the latter of whom pleaded guilty and was sent to State Prison. The stolen property was subsequently discovered in the apartment of Annie Lillis, No. 241 East Forty-seventh-street, and Berry being present at the time was arrested and held for trial on the charge mentioned. The prisoner was found guilty and sent to State Prison for four years and six months.

THE DEATH PENALTY.

Execution of Michael Nixon for the Murder of Charles S. Phyfer—Scenes at the Tombs.

By execution at the hands of the law yesterday, Michael Nixon expiated on the scaffold his murder of Charles S. Phyfer, the Williamsburg truck-driver, on the evening of the 21st of January last. Fresh as the facts of the crime are in the memories of this City's citizens, a lengthy review of them would be useless. Nixon, a bill-poster, was driving a wagon into Chatham-square. He was drunk. Phyfer was riding a gray draft-horse. He refused to leave his legitimate course of travel to make way for Nixon, who then stood up in his wagon and deliberately shot him through the head. Phyfer fell off his horse into the snowy street, dead. Nixon fled, was arrested by Detective Van Buskirk, of the Fourth Precinct, convicted of murder in the first degree, before Judge Brady, in the Court of Oyer and Terminer, on the 31st of March, and on the same day received the dread sentence which was carried into effect yesterday. His life in the prison, the efforts made by his counsel to save his life, his change from abject despondency to religious reliance and courage to meet his end, have all been narrated in the columns of THE TIMES. And as far as his earthly career is concerned, the history of the man's life closed at 9:18 o'clock yesterday morning, when the physicians pronounced him dead—strangled in accordance with law. His last interview with his wife was described in yesterday's TIMES. After Mrs. Nixon left the prison on Thursday night, Nixon entered his cell and prayed with Father Duranquet, the prison chaplain, for an hour. He came out into the corridor at 10 o'clock, and entered into conversation with Deputy Sheriffs Seebacher and Hanbury, who were guarding him. After some remarks, he said he thought that District Attorney Phelps had not used him right, as other men convicted of murder had been in prison for two years, and their cases were still in course of argument. Father Duranquet, who was listening, raised his hand in deprecation, when Nixon at once said, "That is all right, Father, I am ready to die, and I bear no malice toward any one." At 1½ he shook hands with his keepers and laid down to take his last sleep on earth. At 5½ o'clock he awoke and dressed himself in the shabby clothes he wore since his arrest. Father Duranquet, who remained in the prison all night, came quickly to him. Father Cazeau, of St. Francis Xavier's College, who came shortly after, also ministered to Nixon. Father Duranquet celebrated mass in the small chapel, Father Cazeau acting as deacon, and Deputy-Warden Finlay officiating as acolyte. Nixon heard the mass with the deepest reverence, and partook of the eucharist. He then returned to his cell. Sheriff Brennan came to the prison at that moment and saw Nixon. The condemned man shook hands with the Sheriff, and begged as a last favor, that Detective Van Buskirk, who arrested him, should not be allowed to witness his execution. This the Sheriff promised, and went away. Nixon drank a cup of tea sent him by Miss Foster, Matron of the female prison, and resumed his prayers. He had the calmness and self-reliance consequent upon the religious fervor into which he had been wrought by the efforts of the good priests in attendance on him. And from that time until the moment when he rose to be pinioned by the hangman, Nixon remained upon his knees praying for forgiveness and mercy.

In the meantime the scene outside was widely different. In the prison-yard, in front of the Female Prison, the gallows stood ready for the reception of its victim, the weights adjusted so as to strangle him, when released by the executioner's ax. Large awnings hung overhead and in front, so as to screen the criminal's last agony from searching eyes. Superintendent Kelso and Capt. Kennedy, of the Sixth Precinct, had under their command several hundred men, who formed a cordon round the jail, and kept back the ever-increasing crowd which gathered in the surrounding streets, and pressed forward with a morbid curiosity toward the blank walls of the prison.

A line of about 300 persons, possessing passes for admission, reached from the Franklin-street entrance of the jail to the corner of Elm-street. Men jostled each other to be foremost, and it required the constant attention of several officers to keep these impatient persons in order. At 8½ o'clock the deputy sheriffs, headed by Sheriff Brennan and Under Sheriff Stevens, marched down Centre-street and entered the prison. They at once proceeded to the main corridor, and the Sheriff and Under Sheriff Stevens entered Nixon's cell. Nixon arose from his knees, and looked at the Sheriff, as if to say, "Has the time come?" Under Sheriff Stevens said, "Michael, you will have to leave here now." Nixon looked at Father Duranquet and said, "I am ready to go." The executioner then pinioned his arms, adjusted the noose round his neck, and placed the black cap on his head. The solemn procession was then formed. Father Duranquet gave Nixon an ebony crucifix, which the prisoner clasped convulsively in his hands. At 9:02 the procession entered the prison yard. Nixon, before leaving the corridor, said, "My Savior was crucified and this is nothing." He walked steadily between Sheriff Brennan and Under Sheriff Stevens, his eyes fixed on the crucifix which he carried in his hand. Fathers Duranquet and Cazeau followed, and behind them came the Deputy Sheriffs. At 9:03½ o'clock Nixon knelt down on the platform underneath the gallows, and responded to the prayers of Father Duranquet in a low, but firm voice. At four minutes and three-quarters past 9 o'clock he rose to his feet, and the executioner's assistant, a dapper young man, fastened the noose to the rope and pulled the black cap over his eyes. Under Sheriff Stevens waved his handkerchief, the thud of the executioner's ax was heard, and at 9:05 o'clock Michael Nixon was dangling in the air, an executed felon. Twenty-three doctors, who by some means or another had gained admission, examined Nixon's pulse, and listened to hear his heart beat. At 9:18 o'clock he was pronounced dead. Such was the latest vindication of the law. Coroner Herrman held an inquest, and a verdict of death by judicial hanging was returned by the jury. Then, after hanging for the half hour required by law, the body was placed in a shell and driven to Nixon's wife's residence, on the second floor of No. 44 Baxter-street. To attempt to describe the terribly affecting scene which transpired there would be not only repugnant, but impossible. The wild lamentations of the widowed wife, her shrieks and swoons, the cries of the children rendered fatherless, and the grief shown by other relatives present, were pitiable in the extreme. So great a crowd gathered in the street by Mrs. Nixon's residence that Capt. Kennedy was obliged to detail a section of men to prevent the populace from intruding upon the sacred sorrow of the widow and her children. The funeral will take place to-morrow at 2 o'clock.

Execution of a Murderer in Illinois—He Makes a Written Confession.

MOUNT CARROLL, Ill., May 16.—Joseph O'Neal was hanged at a few minutes after 11 o'clock this morning in the jail-yard, for the murder of Hiram Rexford on the 22d of September last. He made a written confession of his crime, and said that whisky and a woman caused it. In his confession he declares that his brother Thomas is innocent of participation in the murder. Thomas was tried as an accomplice and sentenced to the penitentiary for life. The execution was witnessed by about 100 persons. There was an immense crowd in attendance outside the jail-yard walls.

Contest for Possession of the Body of an Executed Criminal.

SAN FRANCISCO, May 15.—Rev. Father Spreckles and Coroner Stillman, of this city, are contending for the possession of the body of Devine, the murderer, who was hanged yesterday. The Coroner desires to hold an inquest on the body, but Father Spreckles denies the Coroner's jurisdiction, and will not surrender it.

Execution for Murder at Sacramento—Was he Insane?

SAN FRANCISCO, May 15.—Charles Mortimer, who was hanged in Sacramento City today, for the murder of Mary Gibson, was either insane or simulated insanity with singular persistency. He did not, or pretended not to, recognise his brother, the minister who attended him, his counsel, nor any other person. He seemed not to comprehend his position; his countenance exhibited no emotion, and he did not utter a word. Mortimer had the reputation of being one of the worst criminals in California.

Gov. Booth was requested to grant a reprieve for a few days, to enable the Sheriff to call a jury to try the question of the sanity of the condemned man. The Governor refused to interfere with the execution of the sentence.

Suicide of a Brooklyn Physician.

Dr. Cyrio A. P. De Cortes committed suicide on Thursday, at No. 284 Dean-street, Brooklyn, by taking an overdose of morphine. The deceased was thirty-four years of age, a native of Barcelona, Spain, and a graduate of the Imperial University of Bama and Oxford University, England. He was an accomplished linguist and a profound scholar. About six weeks since he hired an office and engaged board in the house of Mrs. Hirsch, No. 284 Dean-street. Although Dr. Cortes had graduated as a physician and surgeon with honors, and was known among his friends as a practitioner of great skill, yet he found but few patients and was greatly depressed at his inability to meet any of his debts. On Thursday morning, not coming down to breakfast at the usual time, Miss Hirsch went to his office, where he sometimes slept, to call him. He declined the invitation, and Mrs. Hirsch, who went up immediately after, found him reclining half dressed on a lounge in his office. His eyes were red, and he complained of headache. Wet towels placed around his head had but little effect, and in a few minutes his face became of a ghastly color.

Drs. Rockwell, Moore and Housel were summoned, and at once saw that their patient was suffering from an overdose of morphine. Antidotes were administered, and an electric battery was applied, unsuccessfully, and the unfortunate patient died at 5½ o'clock in the afternoon. The following letter was found on his table, without any particular address:

MAY 14.

If there is a future life, I hope to meet hereafter Mrs. Hirsch, whom I look upon as a mother; her daughter, Florence, whom I dearly love, and Mr. J. Hirsch, the best of men. Oh, Lord, if there is a life ordained by thy supreme will, will thy loving kindness permit me to associate with those I love?

(Signed,) DE CORTEZ.

Another note read as follows:

Mamma Hirsch:

You own all I have. Do not let me be dissected if you can. DE C.

The request contained in the last sentence will be carried out, and the body has been taken in charge by Mrs. Hirsch, Rev. Mr. Collin, and Gen. E. L. Townsend. Coroner Whitehill has been notified, and will hold an inquest.

The Perkins Suicide—Coroner's Inquest and Verdict.

Coroner Jones yesterday held an inquest in the case of the late H. B. Perkins, who committed suicide by hanging, at his residence, No. 8 De Kalb-avenue, Brooklyn, on Thursday night. Mr. George H. Betts testified that, for the past two years, the deceased had been an inmate of the Flatbush Insane Asylum. He had threatened to hang himself, but no attention was paid to the threat. On Thursday the witness received a letter from the deceased, saying that he wished to see him, and when witness went to the house he found deceased hanging over the stairs.

Mrs. Hannah Perkins, wife of the deceased, testified that there was nothing unusual in his manner when she left the house in the morning, but when she returned in the afternoon he was dead.

The jury rendered a verdict of "suicide by hanging, while laboring under a fit of temporary insanity."

Drinking-Places in the City.

The census of the liquor-stores, lager-beer saloons, and other drinking-places in this City has been completed by the police, and the result shows that there are 8,403 places where liquor is dispensed, exclusive of wholesale dealers. The following table shows the number in each precinct:

Precinct.		Precinct.	
First	200	Sixteenth	242
Second	235	Seventeenth	520
Third	120	Eighteenth	380
Fourth	301	Nineteenth	464
Fifth	250	Twentieth	558
Sixth	238	Twenty-first	264
Seventh	267	Twenty-second	448
Eighth	348	Twenty-third	149
Ninth	212	Twenty-seventh	251
Tenth	726	Twenty-eighth	256
Eleventh	389	Twenty-ninth	360
Twelfth	176	Thirtieth	36
Thirteenth	303	Thirty-first	93
Fourteenth	306	Thirty-second	75
Fifteenth	246		
Total			8,403

The Reformed Bureau of Permits.

Controller Green has just received the account of moneys collected by the Register of Permits in the Mayor's office for permits issued for street stands, show-cases, stair-cases, hoistways, &c., during the fortnight ending May 14. The return is made for $6,472, which have been deposited in the treasury, and, compared with those formerly rendered, is a very instructive exhibit indeed, as will be seen from the following figures:

In 1869, gross receipts for the year, (in one return)	$12,889 16
In 1871, gross receipts for the year, (in one return)	11,924 92
In 1872, gross receipts for the year, (in one return)	10,786 35
In 1873, receipts for the two weeks ending May 14	6,472 00

In 1870 no returns were made by the Register. The figures show that in these two weeks much more has been accounted for than during six months of any of the three preceding years, or that the bureau would probably return as much for a month of its present administration as during a whole year formerly.

Controller's Receipts.

Controller Green reports the following amounts paid yesterday into the City Treasury, viz.:

From taxes, Croton rent, and interest	$6,240 30
From street openings and improvements, and interest	10,578 60
From arrears of taxes, assessments, Croton rent, and interest	4,627 46
From Water rents	4,896 56
From market rents and fees	212 88
Total	$26,555 80

Payment on Compulsion.

Yesterday afternoon, a check for $31, drawn to the order of Adam Weiss, and signed by A. Ketchum, of No. 210 Fulton-street, was presented at the Mechanics' Bank, corner of Court and Montague streets. The teller declined payment, whereupon the individual who presented it attempted to run away. He was held, however, until taken in charge by an officer, and conveyed to the First Precinct. He gave his name as Adam Weiss, forty-eight years of age, and a tailor by trade. Mr. Ketchum subsequently appeared and stated that the signature was genuine, but that Weiss had come to his store and compelled him by force to sign the check in payment of a debt. Weiss was committed for trial.

Departure of the Frolic.

The Government dispatch boat Frolic, eight guns, left her anchorage, off the Battery, at 3 o'clock yesterday afternoon, on her voyage to St. John's, N. F., to bring to this City that portion of the crew of the Polaris who were rescued from the ice. If the weather continues fine the Frolic will reach St. John's in about four days, and her return may be expected here by the end of next week. The rescued persons are meanwhile cared for by the United States Consul, acting under instructions from Washington.

FOREIGN MARKETS.

LONDON, May 16—11½ A. M.—Consols opened at 93⅛ for money, and 93⅜ for the account. United States 5-20 Bonds, 1865s, old, 91⅛; 1867s, 93⅝; 10-40s, 88¾; new 5s, 89¾; Erie Railway Shares, 47.

2½ P. M.—Erie Railway Shares, 46⅞.

5 P. M.—Consols closed unchanged. United States 5-20s Bonds, 1865s, old, 91⅛; 1867s, 93⅝; new 5s, 89.

FRANKFORT, May 16—United States 5-20 Bonds 95 for the issue of 1862.

PARIS, May 16.—Rents opened at 54f. 55c., and closed at 54f. 60c.

LIVERPOOL, May 16—11½ A. M.—Cotton—the market opened steady: Middling Uplands, 8⅞d.; Middling Orleans, 9⅛d.@9¼d. The sales of the day are estimated at 12,000 bales. The sales of the week have been 92,000 bales, including 10,000 bales for export, and 9,000 bales on speculation. The stock in port is 746,000 bales, including 366,000 bales American. The receipts of the week have been 47,000 bales, including 23,000 bales American. Actual export, 10,000 bales. Breadstuffs—The receipts of Wheat for the past three days have been 6,000 quarters, all of which were American.

1 P. M.—Cotton—The market is quiet and steady. Sales, 12,000 bales, including 2,000 bales for export and speculation.

2½ P. M.—Cotton to arrive easier, and prices have declined 1-16d. Breadstuffs—The market is firm. Wheat, 12s. 3d.@12s. 4d. ₱ cental for average California White; 12s. 6d. for Club do., and 11s. 4d.@12s. 4d. for Red Western Spring. Flour, 28s. 6d. ₱ bbl. for Western.

3 P. M.—Cotton—Sales of Cotton shipped from Savannah or Charleston, deliverable in May, at 8¾d. The stock of Cotton at sea, bound to this port, is 604,000 bales, including 200,000 American. Provisions—Pork, 67s. 6d. ₱ bbl. for New Mess. Lard, 40s. 9d. ₱ cwt.

4½ P. M.—Cotton—The market is quiet. The market for Yarns and Fabrics at Manchester is firm.

5 P. M.—Cotton—The market closed quiet. Sales of the day have been 12,000 bales, including 2,000 bales for speculation and export. Of the sales, 6,000 bales were American. Sales of cotton shipped from Savannah or Charleston, deliverable May and June, at 8¾d., and sales of Middling Orleans shipped in April at 8 15-16d. Breadstuffs—The receipts of Corn for the past three days have been 2,000 quarters, all of which were American. Provisions—Lard, 40s. 6d. ₱ cwt.

LONDON, May 16—Evening.—Linseed-oil, £32@£33 05s. ₱ ton; Sperm-oil, £95@£96 ₱ ton.

HAVANA, May 15. — Exchange — On United States, 60 days, Currency, 15@15½ premium; Short Sight, 18 premium; 60 days, Gold, 21@22 premium; Short Sight, 25@26 premium. On London, 47@48 premium; on Paris, 29@30 premium.

COMMERCIAL AFFAIRS.

NEW-YORK, Friday, May 16, 1873.

The receipts of the principal kinds of Produce since our last have been as follows:

Ashes, pkgs	4	Tow, bales	74
Bees-wax, pkgs	3	Oil, bbls	100
Cotton, bales	1,164	Oil-cake, pkgs	1,690
Dried Fruit, pkgs	3	Oil, lubricating, bbls	548
Eggs, bbls	2,139	Pork, pkgs	467
Flour, bbls	5,648	Cut-meats, pkgs	731
Meal, bags	680	Lard, tcs	477
Wheat, bushels	56,069	Butter, pkgs	3,411
Corn, bushels	40,816	Cheese, pkgs	2,416
Oats, bushels	14,750	Grease, pkgs	64
Malt, bushels	850	Tallow, pkgs	97
Barley, bushels	10,968	Pea-nuts, bags	3?3
Hops, bales	48	Pea-nuts, bushels	752
Leather, sides	4,565	Tobacco, hhds	316
Spirits Turp., bbls	828	Tobacco, pkgs	1,410
Tar, bbls	720	Wool, bales	97
Resin, bbls	2,288	Whisky, bbls	180

The export clearances hence for European ports, as reported at the Merchants' Exchange, Pine-street, were as follows:

By the steamer City of Bristol, for Liverpool—120 pkgs. Grease, 1,009 bales Cotton, 40 bales Furs, 150 tcs. Beef, 624 pkgs. Meats, 37 pkgs. Skins, 2,260 boxes Cheese, 528 boxes Bacon, 8,762 lbs. Bees-wax, 162 cases Sewing-machines, 215 pkgs. Agricultural Implements.

By the bark Helene, for Havre—2,785 bbls. Crude Petroleum.

By the bark Wallace, for Havre—4,278 bbls. Crude Petroleum.

By the bark Albert the Good, for Queenstown—18,164 bushels Corn.

By the brig Nellie, for Gibraltar, &c.—156 hhds. Tobacco, 60 cases do., 100 bbls. Beef, 46 pkgs. Drugs, 62 pkgs. Rope, 200 hhds. Tallow, 1 case Cartridges, 1,000 boxes Starch, 47,972 lbs. Logwood, 1 Piano, 311 pkgs. Tallow, 200 bbls. Resin.

By the bark Frank, for Havre—3,532 bbls. Naphtha.

ASHES—Have been selling, in lots, on the basis of $8 for Pots, ₱ 100 lbs.

BEES-WAX—Has been in moderate demand, and quoted at from 36¼c.@38c., for Yellow.

BOOTS AND SHOES—Apart from some show of animation in the jobbing line, resulting from the more liberal purchases for local and near-by distribution, the general trade has been slow, though values have not varied materially. The main call has been for the finer styles of work, which have been in comparatively light stock. The offerings of goods through the auction-rooms have been quite heavy, especially of the less desirable makes, which have been ruling low in price. From Boston, the advices are of a very quiet market. The shipments show a marked falling off. Many of the workmen in the farming districts have left the shoe-makers' shops and gone to farming, while a large proportion of that class who only work on shoes when it is more profitable than any other employment are engaged in other occupations. Most of the regular workmen find something to do on shoes, and the orders are about sufficient to keep them fairly busy. There is no doubt but that the Spring season, which is now drawing to a close, has been unprofitable to the manufacturers. Too many goods have been made the past few years, and credits have been granted too readily. There is a better prospect for boot manufacturers, but there is danger of over-production, especially of the cheaper grades.

BRICKS—Have been in fair, though not active, request, with Jersey quoted at $7@7 50, afloat, and $9@$9 50, delivered; North River, $7 50@$8, afloat, and $9 50@$10, delivered; Haverstraw, $8@$10, afloat, and $10@$12, delivered; Pale, $4 50@$5, afloat, and $6 50@$7, delivered; Croton, $15@$18, afloat, and $17 50@$20 50, delivered; and Philadelphia, $38@$42 50, afloat and delivered.

CANDLES—Have been quoted about as before, on limited dealings in most kinds of stock. Adamantine, 16 ounces, quoted at 19c.@20c. Paraffine, 32c.@33c.; Sperm, plain, 39c.; Sperm, patent, 40c.; Stearic, 28c.@29c. ₱ lb.

COAL—The demand has been mainly for Domestic, which has been firm. We quote: Liverpool House Cannel at $18@$20; do. Gas do. at $16@$18; Anthracite, from yard, $5@$6 25 ₱ ton.

COCOA—Has been very quiet, with Caracas quoted at 15c.@18c.; Guayaquil, 10¼c.@11c.; San Domingo, 6¾c.@7c., gold, ₱ lb.

COFFEE—Rio has been in fair demand, and quoted steady in price, with sales reported since our last of 2,000 bags, by the Foringingen, on private terms; 557 bags, by the J. L. Prendergast, at 19c., and 3,516 bags by the Carl, to arrive from Hampton Roads, at 18¾c., gold. Other kinds firm, though quiet; 2,500 mats Java changed hands on private terms. We quote invoices thus: Rio, 17½c.@18c.; fair, 18¾c.@18⅝c.; good, 18¾c.@19c.; prime, 19¼c.@19⅝c., gold, ₱ lb., 60 and 90 days' credit; Rio, in lots, 18c.@20c., gold; Java, 20¼c.@22¼c.; Maracaibo, 18¼c.@19¼c.; Laguayra, 18¼c.@19½c.; San Domingo, 15¾c., gold. A moderate jobbing trade noted at unchanged rates.

COTTON—Has been dull and weak for early delivery, with sales reported of only 1,049 bales, including 153 bales to shippers, 839 bales to spinners, and 69 bales to speculators. Business for forward delivery has been on a restricted scale, with prices quoted 1-16c.@⅛c. ₱ lb. lower, closing, however, rather more firmly. Sales have been reported since our last of 10,100 bales, (of which 1,800 bales last evening and 8,300 bales today,) basis of Low Middling, with May contracts closing at 18 7-16c.@18⅜c., June at 18 9-16c., July at 18 11-16c.@18¾c., August at 18¾c.@18 9-16c., September at 17¾c.@17 11-16c. The receipts at this port today were 1,164 bales, including 68 bales from Wilmington, 854 bales from Norfolk, 8 bales from Baltimore, 234 bales per rail. The reported receipts at all the ports to-day were 6,327 bales, and this week 29,582 bales, against 36,894 bales the previous week, and since Sept. 1, 3,331,704 bales, against 2,598,625 bales same time last year. The following quotations are based on Cotton, in store, running in quality not more than half a grade above or below the grade named:

Closing Prices of Cotton in New-York.

	Uplands.	Alabama.	N. O.	Texas.
Ordinary	14⅛	14⅛	14⅛	14½
Good Ordinary	16⅛	16⅛	16⅛	16½
Strict Good Ordinary	17⅜	17¾	17¾	17¾
Low Middling	18¾	18⅜	18⅝	18¾
Middling	19¼	19¼	19¾	20
Good Middling	21¾	21⅛	21¾	22

EGGS—Have been offered less freely, and have been in good request, within the range of from 15c.@17c. for ordinary to extra choice marks of Southern, Western, and near-by stock, with the main dealings in really good to prime stock at 16c.@16½c. ₱ dozen.

FLOUR AND MEAL—Trade in State and Western Flour has been quite active again to-day. The demand has been particularly good for the more desirable grades of shipping extras and medium trade brands, Minnesota stock of the latter grade meeting with special favor. Prices have been quoted stronger, in several instances 10c.@15c. ₱ bbl. higher, on much lighter offerings, for both prompt and forward delivery. Sales have been reported since our last of 24,600 bbls., all told, including inferior to Superfine State and Western at $6@$6 50, chiefly $6 10@$6 35; inferior to very good Extra State, $7@$7 50, chiefly at $7 25@$7 45; good to very fancy do., $7 50@$8 35; poor to good shipping Extra Western at $7@$7 45, chiefly at $7 20@$7 35; very poor to good shipping brands round-hoop Ohio, $7 10@$7 50 ₱ bbl.; trade and family Extras at proportionate rates. Included in the sales were about 5,300 bbls. shipping Extras, in sundry lots, at full rates; 1,000 bbls. Extra State, first half of June, at $7 35, and a line of fully 2,500 bbls. Extra Minnesota, trade stock, at $9 ₱ bbl.

No. 2 Flour, ₱ bbl	$4 00@$5 25
Sour Flour	4 00@ 7 50
Superfine State and Western	6 00@ 6 50
Extra state	7 00@ 8 35
Extra City, shipping brands	7 15@ 8 35
Extra Genesee	8 40@10 50
Extra Ohio, round-hoop shipping brands	7 10@ 7 50
Extra Western, shipping brands	7 00@ 7 45
Extra Ohio, trade and family brands	7 55@10 50
Extra Western, trade and family brands	7 50@10 50
Extra St. Louis, ordinary to fancy	7 25@12 25
Extra Minnesota, ordinary to very fancy	7 00@12 25

Southern Flour has been fairly active and held with more confidence. Sales, 2,100 bbls., in lots, at from $6 20@$8 50 for poor to choice shipping, and at $8 50@$12 50 for ordinary to very choice Trade and Family Extras, ₱ bbl....California and Oregon Flour has been more sought after, with good to very choice Extra quoted at $9 25@$10 50 ₱ bbl.; sales, 700 bbls. California, chiefly at $9 50@$9 75 ₱ bbl....Rye Flour has been in fair demand at $4 25@$5 75 for inferior to choice Superfine, and $5 85@$6 for Fancy; sales, 490 bbls., part to arrive, chiefly of the better grades, at $5 60@$6 ₱ bbl. ....Corn-meal has been in very moderate supply and good request at from $3 15@$3 50 for inferior to choice Yellow Western, chiefly at $3 30@$3 35 from dock and delivered; $3 15@$3 40 for White do., $3 25@$3 35 for Jersey, $3 65@$3 75 for Calorie fancy brands, and $3 65@$3 70 for Brandywine. The reported sales since our last have been 450 bbls....Bag-meal in request at from $1 25@$1 28 for coarse, $1 30@$1 35 for Yellow. ....Oat-meal inquired for at $7 50@$8 50.

FIRE-CRACKERS—Have been in good request at firm rates; sales, 6,000 boxes at $2 50, currency, free, and equal to $1 10, gold, in bond.

FRUIT—A very moderate business has been reported in most kinds of stock, and prices have been generally quoted weak. Sales have been reported of 1,400 boxes Layer Raisins, in lots, at $2 15@$2 20; 1,000 boxes loose Muscatel do., on private terms; 50 bbls. Currants at 6c.; 2,500 bags Brazil Nuts on private terms; 1,160 bags do., resales, part at 5¼c.; 210 cases Turkey Prunes, part old, on private terms, and part new, at 8¼c.@8¾c.; 40 cases Figs, 100 bags Filberts, and 24 boxes Prunes, on private terms; 400 cases Sardines, quarter boxes, part at 19¼c. We quote Layer Raisins at $2 15; Loose Muscatel do. at $2 25@$2 50 ₱ box; Valencia do. at 7c.@7¼c.; Currants at 6c.; Figs at 8¼c.@13c.; Turkey Prunes at 8¼c.@8¾c.; Almonds at 18¼c.@32¼c.; Filberts at 12c.@12¼c.; Brazil Nuts at 5¼c. ₱ lb.

GRAIN—Spring Wheat has been quoted rather stronger in price, on restricted offerings of merchantable stock, and a good demand chiefly for shipment. Winter Wheat has been dull and irregular as to values. Sales have been reported, since our last, of 87,000 bushels (part to arrive) at $1 68 for very good No. 2 North-western Spring, afloat; $1 65@$1 66 for No. 2 Chicago Spring; $1 53@$1 58 for ordinary to choice No. 3 Spring; $1 40@$1 45 for rejected Spring; $2 20 for White California, (200 bushels,) about closing out the stock of this description; $1 97@$2 06 for ordinary to fair White Michigan, car lots....For forward delivery the demand was rather more confident at stronger rates, with sales reported of 50,000 bushels No. 2 Milwaukee Spring, to arrive in June, part at $1 62 for specified cargoes; 25,000 bushels do., first six days in June, at $1 66; and 8,000 bushels do., to arrive early in June, at $1 65, with bids reported for large lots, first half of June options, of $1 63, and holders asking $1 65 ₱ bushel. ....Corn has been fairly active, opening a shade firmer, but closing easier. The inquiry has been mostly for shipment. Sales have been reported since our last of 106,000 bushels, at 64c.@65¼c. for fair to very choice new Mixed Western, closing at 64c. for average samples; 63c.@63½c. for do. damp; 67c. for prime old Mixed Western, in store, for export; 69½c.@69¾c. for do., afloat, for trade purposes; 70c.@73c. for White Western....For forward delivery no dealings of moment were reported. The asking prices were 2c.@3c. a bushel above the views of buyers....Rye was quiet to-day, quoted generally at $1 for prime and samples, though some holders were asking as high as $1 05 for choice State. Canada in bond was offered at $1, with bids running 2c.@3c. under this figure....Barley has been dull and weak; about 2,000 bushels Canada West sold at $1 12½ ₱ bushel....Barley-malt has been dull and nominal.... New Oats have been quoted up about 1c. a bushel, on a good demand and reduced offering, especially of the better grades. Sales have been reported since our last of 71,000 bushels (part to arrive) at 50c.@53c. for ordinary to very choice Mixed Western, mainly at 51c. or fair average samples; 48c.@51½c. for Black do.; 53½c.@58c. for ordinary to very choice White do., mainly at 56c.@56½c. for very good samples; quoted at 55c. in store....Feed quoted steady at $20@$26, on a fair jobbing movement.

GUNNY-BAGS AND BAGGING—Have been very moderately inquired for within the previous range. Bags quoted at 15c.@15¼c. Bagging nominal at 11c....Domestic Cloth quoted at 13c.@13¼c. for prompt and 15c. for Summer deliveries. Further sales, 1,000 rolls Domestic Cloth on private terms.

HAY AND STRAW—There has been a fair supply of the less desirable grades of stock available, with a rather slow sale noted, while the better qualities have been comparatively scarce and wanted. Bale Hay and Straw quoted at barges and depots thus: Prime Hay, $1 30@$1 60; Good Hay, $1 10@$1 25; Prime Shipping Hay, 90c.@95c.; second quality do., 65c.; Clover Hay, 75c.@90c.; Long Rye Straw, $1 05@$1 10; Short Rye Straw, 85c.@90c.; Oat Straw, 60c.@65c., ₱ 100 lbs.

HEMP—The trade in this line has been very slow since our last. Holders have been offering supplies moderately. Prices have not varied materially. We quote: American at $120@$125 for Undressed, and $175@$225 for Dressed, ₱ ton; Manilla, 10¼c.@10½c.; Sisal, 8¼c., gold; Jute, 2¼c.@5c.; Jute Butts, 2c., currency, ₱ lb.; North River Flax, 15c.@18c.; Western, 14½c.@16c.; Canadian, 13c.@18c. Sales 100 bales Jute on private terms, and 275 bales Jute Butts at 2c., currency.

HONEY—Quiet; Cuba quoted at 70c.@75c., gold, in bond; stock, 285 tcs. and 247 bbls.

HOPS—Have been very quiet since our last, but little inquiry having been noted from brewers, and prices have been nominally unaltered. The week's receipts of domestic have been 64 bales, making the arrivals since Sept. 1, 1872, according to Mr. Emmett Wells, 22,225 bales. The imports of foreign during the week have been 100 bales, and since Sept. 1, 1872, have been 20,479 bales. The week's exports hence have been 1,057 bales, mostly old stock, but including reshipments of 53 bales Bavarian, and 133 pockets English. We quote: New-York, growth 1872, 40c.@50c.; Eastern, growth 1872, 35c.@45c.; Western, growth 1872, 35c.@45c.; crop of 1872, 10c.@15c.; old olds, 8c.@10c.; Bavarian, 40c.@50c.; English, 30c.@35c.; Belgian nominal at 25c.@30c., ₱ lb.

LATHS, LIME, AND LUMBER—In Laths there has been a rather slow movement on the basis of $2 25 for Eastern ₱ 1,000; stock ample, in view of the present restricted wants of purchasers. Lime has also been quiet, with common Rockland quoted at $1 50, and Lump at $1 75 ₱ bbl.; Portland Cement, $6; Roman, $5@$5 50 ₱ bbl. The Lumber business has been unusually tame for the season, with values of most descriptions of stock quoted nominally as before, on generally liberal offerings, mostly from old accumulations; Eastern Spruce quoted at $17@$18 50 for cargoes, and $19@$21 for lots, to order; Southern Pine, $38@$40; White Pine Boards, $30@$34; Yellow Pine Timber, $32@$33; Shingles within the range of $3@$6.

METALS—Copper has been dull and weak in price; Lake quoted at 32c., without sales; 50 tons English changed hands at 30c.@30½c. All kinds of Pig-iron have been very quiet, and depressed and irregular in price; no important dealings reported. Of Iron Rails, 500 tons Double-Headed, 500 tons old do., and 1,000 tons old T, (the latter at Philadelphia,) sold on private terms. We quote Glengarnock Pig nominally at $48@$49; Eglinton do. at $48@$49; No. 1 American Pig at $48@$50; No. 2 do. at $45; Wrought Scrap at $50@$52; English Rails at $70@$71, gold; American Rails, at works, $80@$83. Pig-lead has been quiet, but steady at 6¼c., gold, for ordinary foreign, with sales of 75 tons Spanish.... Spelter selling in lots at 7¼c.@7¾c., gold; 25 tons marketed....Pig-tin dull, with Straits quoted at 31¾c.@32c. and English at 31¾c.@31½c., gold; Pig-tin has been quoted easier in price, on a slow business; 500 boxes Charcoal sold at $11 75, gold; and 250 boxes Charcoal Terne on private terms. Charcoal Plates quoted here at $11 62½@$12; Charcoal Terne, $10@$10 75. Coke, $9 50@$10; Coke Terne, $8 50@$9 50, gold, ₱ box....Zinc quiet; quoted at 9c., gold.

MOLASSES—Has been moderately sought after at uniform rates; 158 hhds. St. Croix sold on private terms, and small lots of New-Orleans at 78c.@80c. We quote: New-Orleans, very inferior to fancy, 55c.@80c.; chiefly very good to very choice, in full lots, at 70c.@78c.; Porto Rico at 35c.@65c.; Cuba at 22c.@42c., and English Islands at 30c.@50c., ₱ gallon.

NAVAL STORES—Resin has been quoted steady on the basis of $3 15@$3 20 for Strained, but has been very lightly dealt in....Tar has been inactive at about previous figures....Spirits Turpentine quiet and lower: merchantable offering at 49c. Sales were made of 50 bbls., in shipping order, at 49c.; 150 bbls., to arrive, on private terms; and 50 bbls. New-York pkgs. at 5¼c. ₱ gallon.

OILS—Trade is generally dull. Job lots of the leading kinds are in moderate request on the basis of previous quotations. In a wholesale way, however, there is very little movement. A lot of 10,000 gallons of Linseed was placed at 97c. Offerings of most descriptions restricted; Cotton-seed and Menhaden comparatively scarce. Crude Whale quoted at 63c.@68c.; Bleached Whale at 72½c.@75c.; Crude Sperm at $1 50@$1 51; Unbleached Sperm at $1 67½@$1 70; Bleached at $1 72½@$1 75; prime to extra choice Winter Lard-oil at 74c.@80c.; Red Oil at 48c.; Saponified, 48c.@49c.; Linseed-oil, in job lots, at $1@$1 01, in casks and bbls.; Olive-oil at $1 17½@$1 25, in casks; Menhaden at 55c.@57c.; Crude Cotton-seed at 45c.@46c.; Yellow and White at 48½c.@60c. ₱ gallon; Palm-oil at 8½c.@9c. ₱ lb.

OIL CAKE—Has been in fair demand at firm prices; 150 tons Western sold at $40 25 currency; City quoted at $37 50@$38 gold.

PETROLEUM—Crude has been rather more sought after, but at easier prices; quoted in bulk at 8¾c.@9c., at which latter rate two cargoes have been placed for early delivery; and, in shipping order, at 14c., with sales of 4,000 bbls., June delivery....Refined has been again quite active, and quoted easier, closing in favor of purchasers. Sales have been reported here of 12,000 bbls., first half of June, at 19¼c.; 1,500 bbls., June, at 19½c.; 4,000 bbls. do., first half of July, at 19¾c.; 4,000 bbls. last half of July, at 20c., and 3,000 bbls., last half of August, at 20¾c. And at Philadelphia, 8,500 bbls. first half of June, at 19¼c.@19⅜c.; 3,500 bbls., last half of do., at 19¾c.; 3,000 bbls., first half of July, at 19½c., and, last evening, 20,000 bbls., June options, at 19½c. ....Refined, in cases, quoted at 25¾c.@26c....City Naphtha at 11¾c.

PROVISIONS—Pork has been in more request, and quoted steadier in price, with sales reported of 850 bbls. New Western Mess at $18@$18 25; and small lots of other kinds at previous prices; and for forward delivery, 500 bbls. New Western Mess, July option, at $18....City-dressed Hogs moderately sought after at from 7c.@7¾c....Cut Meats have been comparatively quiet, and quoted cheaper, closing heavily, with sales reported of 100 boxes Dry-salted Hams at 11½c.; 40,000 lbs. Bellies, in bulk, part light averages, at 9¾c.@9⅞c.; 500 Pickled Hams, in bulk, 11 lbs., at 12½c.; 100 tcs. do., 14 lbs., at 12c.; 1,500 fresh Shoulders, at 6¾c.@7c.; 500 do. Hams, 13 lbs., at 11½c., and sundry lots of Smoked Meats, in bulk, at irregular figures....Bacon has been inactive, and quoted easier in price, with Short Clear at 9⅝c.@9¾c., and Western Long Clear at 9¼c.@9⅜c.; 20 boxes City Long Clear sold at 9⅛c....Lard has been moderately active, but under more liberal offerings has been quoted lower, closing weak: sales have been reported for early delivery of 1,250 tcs. choice Western Steam, for shipment, at 9 7-16c.; 100 tcs. prime do. at 9⅜c., with May contracts quoted at 9¼c.@9 5-16c., and 310 tcs. prime Western Steam and Kettle at 8⅞c. And for forward delivery, 1,000 tcs. Western Steam, June option, at 9½c., quoted subsequently at 9⅜c.@9 7-16c., and 750 tcs. do., July, at 9⅝c., quoted at the close at 9⅝c.@9 11-16c....Beef has been in quite moderate demand, altogether in a jobbing way, with prices quoted steady, within the range of from $9@$11 50 for New Mess; $11 50@$13 50 for New Extra do., ₱ bbl. Tierce Beef quoted at $18@$22 for Prime Mess; $23@$25 for India Mess, and $26@$30 for Extra India Mess; sales 200 tcs. Extra India Mess at $27. Beef Hams within the range of $25@$33 for very inferior to very choice brands. ....Butter favors buyers, as to values, on fair offerings of stock, particularly of the less desirable grades, and a rather moderate call for supplies. New Butter quoted at 28c.@33c. for fair to prime State; 34c.@36c. for fancy lots, and 22c.@28c. for Western; 28c.@30c. for fancy do....A fair demand has been noted for Cheese, especially for fine goods for shipment, at firm rates. We quote: New State Factory at 11c.@16c.; State Dairy at 7c.@15c. And old product thus: 9c.@16½c. for ordinary to strictly choice State Factory, and 12c.@15c. for good to choice Western Factory, ₱ lb., the outside prices for selections, in job lots.

SALT—Sack has been of ready sale at full rates. Other kinds comparatively quiet. Liverpool Ground quoted at $1 50@$1 60; Liverpool Fine, $2 65@$3 50, from store; Turk's Island at 35c.@40c. ₱ bushel; Syracuse Ground at $1 30@$1 40; Factory Filled at $2 25; Bulk, 35c.@40c.; Coarse, 45c.

SALTPETRE—Has been quiet, but quoted steady at 7¼c.@7½c., gold, ₱ lb.

SUGARS—Raw have been quoted essentially unchanged as to prices since our last, but have been comparatively tame; offerings of stock rather more liberal. Sales have been reported of 608 hhds., 943 boxes, and 5,600 bags, including 242 hhds. good fair refining Cuba at 8c.; 302 hhds. Centrifugal at 9¼c.; 943 boxes do. at 9c.; 64 hhds. Porto Rico to the trade at 8½c.@8¾c., and 5,600 bags Pernambuco at 7¾c. ₱ lb. Fair refining Cuba generally quoted at 7⅞c.; good do., 8⅛c.; prime do., 8¼c., though some holders quote a shade higher; No. 12 Box Clayed stock, 8¼c.@8⅝c.; Centrifugal, Nos. 10 and 13, 8¾c.@9⅜c.; Refined Sugars continue in moderate request, with Powdered quoted at 11⅛c.@11¼c.; Crushed at 11⅜c.@11½c.; Granulated at 11c.@11⅛c.; A's, 10⅛c.@10½c., and Yellows at 9⅛c.@10c.

TALLOW—Sold to the extent of 96,000 lbs. at 8⅞c.@9 1-16c. for fair to prime; market steady; Stearine quoted as before, though dull. Of grease, 60 tcs. yellow sold on private terms.

TOBACCO—There has been a moderate movement in this line. Kentucky has been selling to a fair extent, in good part for export, and has been quoted steady. Seed Leaf has been rather slow of sale, yet quoted essentially unchanged. In Manufactured the dealings have been comparatively limited, within the previous range....Sales have been reported since our last of 450 hhds. Kentucky, mostly for shipment, at 7c.@14c.; 150 cases 1870 Sundry Seed Leaf, 9c.@10c.; 300 cases 1872 Sundry Seed Leaf, mostly Connecticut, at from 40c.@50c., and other growths at from 15c.@25c., and 3,000 bales Havana, 80c.@$1 ₱ lb.

WHISKY—Sold to the extent of 350 bbls., in lots, at 93c.@93½c., closing at 93½c. ₱ gallon, showing a firmer market.

FREIGHTS—Room for Grain and Petroleum continued in very good request, with the advantage as to rates in favor of owners, on a much reduced offering of accommodation on both berth and charter. Vessels for general cargo were also in demand....For Liverpool, the reported engagements since our last have been, by sail, 1,000 tcs. Lard and 100 hhds. Tallow at 30s. ₱ ton, and by steam, 8,000 bushels Grain at 8d. for Corn and 8½d. for Wheat, steamer of next week; 350 bbls. Flour at 4s. ₱ bbl.; 1,900 boxes Bacon and 850 tcs. Lard at 40s....For London, by sail, 24,000 bushels Wheat, in bags, at 10d. ₱ bushel; 500 bbls. Resin on private terms; and, by steam, 200 boxes Bacon at 40s. ₱ ton. Also, a British bark, 967 tons, placed on the berth for general cargo....For direct ports in the United Kingdom, a Russian bark, 520 tons, hence, with about 3,000 bbls. Refined Petroleum at 6s. 3d. ₱ bbl.; and a British bark, 360 tons, with Molasses, from Philadelphia, on private terms....For Glasgow: by steam, 100 boxes Bacon at 40s.; and 110 hhds. Tallow at 27s. 6d.@30s. ₱ ton....For Bristol, by steam, 50 tons Oil-cake, in bags, at 35s. ₱ ton....For Penarth Roads and orders, an Italian bark, 413 tons, hence, with about 2,800 quarters Grain, at 7s. 3d.; or, if direct, at 7s.; and a British bark, 480 tons, with about 3,200 quarters do., same terms.... For Cork and orders, United Kingdom, and the Continent, a British bark, 610 tons, hence, with about 4,000 bbls. Refined Petroleum at 7s., or, if direct, at 6s. 6d. ₱ bbl....For Antwerp, by steam, 65 boxes Bacon at 42s. 6d. ₱ ton, and 45 bdls. Hides on private terms....For Rotterdam, by steam, 33 hhds. Virginia Tobacco at 40s.; 100 hhds. Tallow at 40s. ₱ ton, and 400 Buffalo Hides at 1c. ₱ lb....For the Continent, a British bark, 861 tons, with about 5,400 bbls. Petroleum, from Philadelphia, (chartered previous to arrival,) on private terms....For the Baltic, a Norwegian bark, 267 tons, hence, with about 1,800 bbls. Petroleum at 7s. 6d. ₱ bbl....For Odessa and Taganrog, an American bark, 594 tons, hence with a cargo of Petroleum, in cases, and back with Wool, on private terms....For Constantinople or Odessa, a Norwegian bark, 390 tons, hence with about 12,000 cases Petroleum, at 45c. ₱ case....For Montevideo or Buenos Ayres, a Norwegian bark, 400 tons, with Lumber, from Montreal, at $28, and if to the up-river ports at $32....For the River Platte, a British bark, 352 tons, (now at an Eastern port,) with Lumber, from a port in Georgia, at $30 and primage....For Rio Janeiro, a German brig, 240 tons, (now here,) with Flour, from Richmond, at $1 25, gold, ₱ bbl....For Santa Martha and Savanilla, and back, via Jacksonville, an American schooner, 207 tons, on private terms....For Havana, an American bark, 469 tons, hence, with general cargo, at $2,600, and an American brig, 320 tons, with do., at $2,200....For the south side of Cuba and back, an American bark, 347 tons, at 52½c....For the West Indies, a British brig, 204 tons, with Coal from Baltimore, on private terms....For Champerico, a British bark, 398 tons, with Lumber, reported from Navarro River, on private terms.... For ports north of Hatteras, an American bark, 504 tons, two American brigs, 425 and 424 tons, and an American schooner, 400 tons, with Sugar, reported from Caibarien, at $7; an American brig, 382 tons, with do. from Zaza at $7 75; a Norwegian brig, 275 tons, with Sugar and Melado, from Havana, at $6, and $5 50; an American brig, 423 tons, with Sugar, from Matanzas, at $6; and another, 339 tons, with Molasses, from do., at $4....For Portland, two American barks, 411 and 369 tons, with Sugar, reported from Matanzas, at $6....For New-York, an American brig, 451 tons, and a British brig, 325 tons, with Sugar; reported from Matanzas, at $6; and an American brig, 3?3 tons, with Molasses, from do., at $4.

LIVE STOCK MARKETS.

NEW-YORK, Friday, May 16, 1873.

Receipts of Beeves yesterday and to-day were 130 cars, or 2,210 head, making 233 cars or 3,767 head, since Monday, against 222 cars, or 3,540 head, for the same time last week. The market has been inactive, and sales have been rather slow both yesterday and to-day, but prices appear to have been fully sustained. The quality of the offerings was not equal to the average in recent previous years at this season, but respectable. The native Steers, part still-fed, were sold at a range of 11c.@13 ₱ lb.—only a few selections for more than 12½c.; and the Texas and Cherokee Cattle, also largely from Western distilleries, ranged from 10½c. to 11½c. ₱ lb. Fat Bulls were sold at 5c.@5½c. ₱ lb., live weight. Fuller, Martin & Co. sold 181 Missouri Cattle, 6¾ cwt. to 7½ cwt., at 11c.@12c. ₱ lb.; 48 do., scant 7 cwt. average, at 11½c.; and 95 fat Ohio Steers, 7¾ cwt., at 12¼c.@13c. ₱ lb. Merritt & Burchard sold 46 good Illinois Steers, 7½ cwt., at 12¼c. ₱ lb., to dress 57 lbs. to the gross cwt. W. Thompson sold 178 Illinois Steers, strong 7 cwt. average, at 12c. ₱ lb. W. Siegel sold, for N. Morris, 80 Illinois Steers, 7 cwt. average, at 12c. M. Lauterbach, for Morris, 32 Illinois Steers, strong 6¾ cwt., at 12c. S. Schuster, for Morris, 46 Illinois Steers, strong 7½ cwt. average, at 12¼c. ₱ lb., to dress 58 lbs. to the gross cwt.

Five car-loads, or 360 Calves, arrived, and all were sold on a moderately active market at 7c.@10c. ₱ lb., including 132 State Calves, 125 lbs. average, at 9c. ₱ lb.; 59 do., 129 lbs. average, at 10c.; 53 do., 122 lbs. average, at 8c.; and 80 do., 98 lbs. to 110 lbs. average, at 7c.@7½c.

The receipts of Sheep and Lambs yesterday and to-day were 35 cars, or 7,268 head, making 11,624 since Monday, against 8,155 for the same time last week. The market has been weakening daily since Monday, and trade was extremely dull to-day, at a decline from Tuesday equal to ¼c. ₱ lb. Sheared Sheep are quoted at 5½c.@6¾c. ₱ lb., and unshorn were nominally quoted at 7c.@8½c., with none on sale. Spring Lambs were in fair demand at 12c.@14c. ₱ lb., a few choice going to 15c. Judd & Buckingham sold 815 sheared Ohio Sheep, 89 lbs. average, at 6¼c. ₱ lb.; 214 do., 83 lbs. average, at 6½c.; 174 do., 91 lbs. average, at 6c. Larch & Barnes sold 243 sheared Ohio Sheep, 88½ lbs. average, at 6¼c. ₱ lb., and 217 do., 95 lbs. average, at 6¼c.

Twenty cars, or 2,576 Hogs, were received, making 20,396 since Monday, against 22,854 for the same time last week. The market was very quiet. Live Hogs were quoted at 5¼c.@6c. ₱ lb., and 1 car-load had been sold at 5¾c. Dressed Hogs were a shade firmer at 7c.@7¾c.

BUFFALO, N. Y., May 16.—Cattle—Receipts to-day, including 48 cars reported to arrive, 1,309 head, making the total supply for the week thus far, 8,185 head or 521 cars, against 471 cars for the same time last week. Market dull at ¼c. off from yesterday's prices; but few buyers in attendance and only a few loads offering; the yards are nearly bare of stock; sales, 112 head Illinois Steers, ranging from 1,027 to 1,153 lbs., at $5 62½@$5 90; 12 head Illinois Stockers, averaging 920 lbs., at $5 37½; 95 head Texas Steers, averaging 1,154 lbs., at $5 25; 19 head Indiana Steers, averaging 1,189 lbs., at $6; 20 head State Bulls, averaging 812 lbs., at $4. Sheep and Lambs—Receipts to-day, 1,900 head, making the total supply for the week thus far, 11,300 head, against 11,800 head for the same time last week, the market closed dull at ¼c.@¾c. off from last week's closing prices; Western Wooled Sheep, $6@$6 50; Western Clipped Sheep, $4 75@$5 75; sales, 1,498 head Ohio Clipped Sheep, ranging from 88 to 97 lbs., at $5 28@$5 12½. Hogs—Receipts today, 490 head, making the total supply for the week, thus far, 24,100 head, against 27,100 head for the same time last week; market dull at $5 25@$5 50; sales, 308 head Ohio Hogs ranging from 150 to 180 lbs., at $5@$5 55; 491 head Illinois Hogs, ranging from 180 to 201 lbs., at $5 50; 385 head Stock Pigs, ranging from 80 to 100 lbs., at $5 55@$6.

THE COTTON MARKETS.

NEW-ORLEANS, May 16.—Cotton in fair demand; Ordinary, 12¾c.; Good Ordinary, 15⅜c.; Low Middling, 16¾c.; Middling, 18¼c. Net receipts—2,740 bales; gross, 3,114 bales; exports to Great Britain, 1,535 bales; coastwise, 4 bales; sales, 1,500 bales; last evening, 2,000 bales; stock, 142,270 bales. Weekly—Net receipts, 15,928 bales; gross, 18,479 bales; exports to Great Britain, 21,247 bales; to the Continent, 3,243 bales; coastwise, 2,846 bales; sales, 17,000 bales.

SAVANNAH, May 16.—Cotton firm; Middling, 18¼c.; Low Middling, 17¼c.; Good Ordinary, 15¾c.; net receipts, 898 bales; exports, to Great Britain, 2,345 bales; coastwise, 1,018 bales; sales, 421 bales; stock, 30,241 bales. Weekly—Net receipts, 4,822 bales; exports, to Great Britain, 2,345 bales; coastwise, 2,719 bales; sales, 3,228 bales.

MOBILE, May 16.—Cotton quiet and easy; good Ordinary, 15c.; Low Middlings, 16½c.; Middlings, 17⅝c.; net receipts, 642 bales; exports, to the Continent, 2,116 bales; coastwise, 417 bales; sales, 500 bales; stock, 29,088 bales. Weekly—Net receipts, 3,524 bales; exports, to the Continent, 2,116 bales; coastwise, 2,233 bales; sales, 4,100 bales.

CHARLESTON, May 16.—Cotton quiet; Middling, 18¼c.; Low Middling, 17¼c.@17½c.; Good Ordinary, 16½c. Net receipts, 557 bales; gross, 557 bales; sales, 300 bales; stock, 25,268. Weekly net receipts, 2,901 bales; gross, 3,051 bales; exports to the Continent, 1,290 bales; coastwise, 1,959 bales; sales, 1,750 bales.

AUGUSTA, May 16.—Cotton steady; Middling, 17¼c.; receipts, 127 bales; sales, 400 bales; stock, 1873, 6,630 bales; 1873, 10,334 bales. Weekly—Receipts, 894 bales; shipments, 1,134 bales; taken by mills, 178 bales; sales, 1,204 bales.

GALVESTON, May 16.—Cotton steady; Good Ordinary, 14c.@14¼c.; net receipts, 402 bales; sales, 500 bales; stock, 40,429 bales. Weekly—Net receipts, 2,318 bales; exports, to Great Britain, 1,731 bales; coastwise, 1,551 bales; sales, 2,400 bales.

MEMPHIS, May 16.—Cotton dull; Low Middling 17c. Receipts, 1,064 bales. Shipments, 660 bales; stock, 33,719 bales. Weekly receipts, 6,029 bales; shipments, 8,045 bales; sales, 7,000 bales.

THE STATE OF TRADE.

BUFFALO, May 16.—Lake and Rail Imports—Flour, 5,500 bbls.; Wheat, 16,810 bushels; Corn, 67,187 bushels; Oats, 41,574 bushels; Barley, 1,600 bushels. Canal Shipments—Wheat, 62,163 bushels; Corn, 72,000 bushels. Rail Exports—Wheat, 26,430 bushels; Corn, 92,762 bushels; Oats, 37,100 bushels; Barley, 1,600 bushels. Canal Freights—Wheat, 12c.; Corn, 11c. Flour quiet; Western Spring, $7 25@$8; Bakers', $7 75@$8 25; Amber, $8 50@$9 25; White, $9 50@$10. Wheat steady; sales, 10,800 bushels No. 3 Spring Chicago at $1 35; 2,000 bushels No. 2 Milwaukee Spring at $1 50, quoted No. 2 Chicago Spring at $1 45; White Canada, $1 75@$1 90; White Michigan, $1 80@$1 90. Corn quiet; sales 28,000 bushels No. 2 in parcels at 50c. Oats scarce; sales No. 2 Toledo at 45c. Barley from Canada, 95c.@$1; No. 2 Western, 90c.@95c.; two-rowed State, 84c.@88c.; four-rowed, 90c.@95c. Rye nominal at 85c. Barley-malt, Western, $1@$1 10; prime Winter Western, $1 10@$1 15; prime Canada, $1 20@$1 25. Rye-malt held at 95c.

CHICAGO, May 16.—Flour firm and in fair demand: sales of good to choice Extra Spring at $6 50@$7; Low do., $5@$5 50. Wheat active and higher, but unsettled: sales of No. 2 Spring at $1 32, cash; $1 30¾, seller June; $1 15 bid, seller all the year; No. 3 do., $1 22@$1 22¼. Corn dull, unsettled, and lower, at 39¾c.@40c. for No. 2 Mixed, cash; 40¼c., seller June: 43c., seller July; 44¼c., seller August; Rejected, 38c.@38¼c. Oats steady; sales of No. 2 at 32¼c., spot; 33⅝c., seller June; Rejected, 30¼c. Rye quiet and unchanged at 69c.@69½c. for No. 2. Barley quiet and unchanged; no sales. Pork dull and lower at $16, spot; $16 10, seller June; $16 60, seller July. Lard in fair demand and lower at 9c., cash, or seller June. Bulk Meats quiet and unchanged; sales of Short Rib Middles, seller July, at 9c. Bacon unchanged. Whisky steady at 89½c. Freights firmer; Corn to Buffalo, 5½c. bid, 6c. asked. Receipts—9,000 bbls. Flour, 49,000 bushels Wheat, 85,000 bushels Corn, 31,000 bushels Oats, 1,000 bushels Rye, 2,000 bushels Barley. Shipments—7,000 bushels Flour, 165,000 bushels Wheat, 350,000 bushels Corn, 79,000 bushels Oats, 6,000 bushels Barley.

ST. LOUIS, May 16.—Flour firm and in fair demand at unchanged prices. Wheat firm; No. 2 Spring at $1 25@$1 26, Regular; $1 34@$1 35 for Soft; No. 2 Red Winter, $1 77@$1 80; No. 3 Red, $1 63@$1 65. Corn active at 40c.@40½c. for No. 2 Mixed, in elevator; seller May 37c. Barley dull and unchanged. Rye dull and unchanged; no sales. Pork quiet and unchanged at $17 25. Bulk Meats dull and nominal. Bacon dull and unchanged at 7¾c.@8c. for Shoulders; 9¾c.@9¾c. for Clear Rib Sides; 9¾c.@10c. for Clear Sides. Sugar-cured Hams sold at 14c.@16c. Lard lower on round lots at 8¾c. for Winter Steam. Whisky firm at 90c. Cattle in fair demand and firm at $4@$6 for Beeves; $2@$3 50 for inferior to common. Hogs easy for buyers; bulk of sales were at $4 70@$4 85. Receipts—4,000 bbls. Flour, 8,000 bushels Wheat, 22,000 bushels Corn, 30,000 bushels Oats, 3,000 bushels Barley, 1,800 Cattle, 2,000 Hogs.

BALTIMORE, May 16.—Flour in good demand and firm, but prices unchanged. Wheat steady and in good demand; choice White, $2 15; fair to prime do., $1 85@$2 05; choice Amber, $2 05@$2 10; good to prime Red, $1 85@$2; common to fair do., $1 65@$1 80; Western Red, $1 75@$1 90; do Amber, $1 95@$2. Corn—Southern White active at 69c.; do. Yellow, nominal at 66c.; mixed Western quiet at 65c. Oats firm; Southern, 52c.@55c.; Western mixed, 50c.; do. White, 52c.@53c. Rye unchanged, quiet, and steady. Hay unchanged. Provisions dull and weak; prices nominal. Mess Pork, $17 75@$18. Bulk Meats—Shoulders at 7c.@7¼c.; Clear Rib Sides, 9c.@9¼c. Bacon—Shoulders at 8¼c.; Rib Sides, 9¾c.@10c.; Clear Rib Sides, 10¼c. Sugar-cured Hams, 14c.@16c. Lard dull at 9c.@9½c. Western Butter steady; choice Tub, 27c.@28c.; jobbing trade, 30c. Whisky nominal at 95c.

OSWEGO, N. Y., May 16.—Flour steady, with a good demand; sales of 2,100 bbls. at $8 75 for No. 1 Spring; $9 75 for Amber Winter; $10 50 for White Winter; $11 for Double Extra. Wheat quiet. Corn lower; sales of 4,500 bushels Western at 58c.; 1,500 bushels, in car lots, at 59c. Barley and Rye quiet. Corn-meal—$1 25 for Bolted; $1 20 for Unbolted, ₱ cwt. Mill-feed unchanged; Shorts, $19; Shipstuffs, $20; Middlings, $21 ₱ ton. Canal Freights lower on Grain; Corn and Rye, 7¾c. to New-York. Railroad Freights—Flour to Philadelphia and Boston, 60c; to New-York, 50c.; to Albany, Troy, and Schenectady, 42c. Receipts by Lake—29,800 bushels Rye, 1,263,000 feet of Lumber. Shipments by Canal—4,300 bushels Wheat, 2,100 bushels Corn, 8,400 bushels Rye, 2,226,000 feet of Lumber.

TOLEDO, Ohio, May 16.—Flour firm and in fair demand. Wheat dull and a shade lower; sales of No. 2 White Wabash at $1 99; Extra White Michigan, $2; No. 1 White Michigan, $1 86½; Amber Michigan, spot, $1 76; seller June, $1 77½; No. 1 Red, $1 82; No. 2 do., $1 76. Corn dull and a shade lower; sales of High Mixed, spot, at 46¼c.; seller June, 46¾c.; seller July, 47½c.; seller August, 49c.; buyer May, 47c.; Low Mixed, 46c.; Yellow, 48c.; no grade, 45¼c. Oats a shade higher at 42¼c. for No. 2. Freights dull; to Buffalo, 3¼c.@4c.; to Oswego, 7c.@7½c.; to Kingston, 7c. Receipts—1,500 bbls. Flour, 12,000 bushels Wheat, 28,000 bushels Corn, and 4,000 bushels Oats. Shipments—1,000 bbls. Flour, 5,000 bushels Wheat, and 11,000 bushels Corn.

PHILADELPHIA, May 16.—Quercitron Bark—No. 1 offered at $32 50. Clover-seed in improved demand. Flaxseed commands $2 25. Timothy unchanged. Flour dull; Superfine, $5 50; Extras, $6@$6 75; Wisconsin and Minnesota Extra Family, $7 75@$8 25; State Ohio and Indiana do., $9@$9 25; Fancy, $9 50@$11 50. Wheat dull; Red, $1 97@$1 98; Amber, $2; White, $2@$2 10. Rye is quoted at 93c. Corn less active; Yellow, 65c.; Mixed Western, 65c. Oats steady; White, 49c.@52c.; Mixed, 47c.@49c. Sugar—Sales, 350 hhds. Martinique at 7¾c.@8c. Molasses—Sales, 350 hhds. Cuba at 30c.@33¼c. Petroleum in improved demand; Crude, 14c. Refined, 19¾c.@19¾c. Whisky held at 94c. for Western, in iron.

CLEVELAND, May 16.—Wheat dull, but steady, at $1 80 for No. 1 Red Winter; $1 70 for No. 2 do. Corn firm at 53c.@54c. Oats steady at 45c. for No. 1. Petroleum quiet and unchanged.

LOUISVILLE, Ky., May 16.—Flour quiet and steady at $6 50 for Family Extra; $8 for A No. 1; $9 for Fancy. Grain strong. Corn, Oats, and Rye in good demand at previous prices. Provisions—Pork held at $17 50@$18. Bacon easy at 7¾c. for Shoulders; 9¾c. for Clear Rib Sides; 10c. for Clear Sides, packed. Hams steady at 13c.@13½c. for plain; 14c.@15c. for fancy Sugar-cured. Lard steady at 9¼c.@9½c. for Tierce; 10¼c.@11c. for Keg; 9c. for Steam. Bulk Meats steady at 7c. for Shoulders; 9c. for Clear Rib Sides; 9¼c. for Clear Sides, loose; ¼c.@½c. higher for packed. Order lots of Provisions ¼c.@½c. higher. Whisky steady at 88c.

NEW-ORLEANS, May 16.—Flour dull; Treble Extra, $7@$8 40. Family, $9@$10 50. Corn quiet; Mixed, 68c.@70c.; White, 69c.@70c. Oats firm at 50c. Bran, 75c. Hay dull; Prime, $25; Choice, 28. Pork dull and nominal; Mess, $17 75. Dry-salted Meats dull; Shoulders, 8¼c.; Clear Rib Sides, 9c.; Clear Sides, 9½c. Bacon dull and nominal; Shoulders, 8¼c.; Clear Rib Sides, 9¾c.; Clear Sides, 10c. Hams dull at 14½c.@14¾c. Lard dull; Prime Tierce, 9½c.; Keg, 10½c. Sugar dull; Common, 6¼c.@7c. Molasses—Nothing doing. Whisky dull at 91c.@94c. Coffee, 17¼c.@20c. Exchange—Sterling, 1 27¾; New-York Sight, ¼c. premium; Gold, 1 17½.

CINCINNATI, Ohio, May 16.—Flour firm at $7 75@$8. Wheat quiet at $1 70@$1 73. Corn firm at 5?c. Rye firm at 83c. Butter steady. Provisions quiet. Pork sold at $17, spot or buyer May. Lard dull; nothing doing for spot; sales of Steam at 8¼c.; Kettle, 9c.@9½c. Bulk Meats firm and steady; held at 6¾c. for Shoulders; 8¾c. for Clear Rib Sides; 9c. for Clear Sides; in demand at 5-16c. lower. Bacon easier and very quiet; sales of Shoulders at 7¼c.@7⅜c.; Clear Rib Sides, 9¼c.@9⅜c.; Clear Sides, 9⅝c.@9¾c. Whisky steady at 87c.

MILWAUKEE, May 16.—Flour quiet and unchanged. Wheat firm and in fair demand at $1 39½ for No. 1; $1 34½ for No. 2. Oats dull and lower at 32½c. for No. 2. Corn lower at 42c. for No. 2 Mixed. Rye excited: prices higher, at 73c. for No. 1. Barley firm and in fair demand at 88c. for No. 2 Spring. Lake Freights—Wheat to Buffalo 7c., to Oswego 13c. Receipts—6,000 bbls. Flour, 96,000 bushels Wheat. Shipments—4,000 bbls. Flour, and 215,000 bushels Wheat.

WILMINGTON, N. C., May 16.—Spirits Turpentine lower at 42c. Resin—No sales reported; market quiet. Crude Turpentine steady at $2 65 for Hard; $3 30 for Yellow Dip and Virgin. Tar steady at $2 75.

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COOK, WASHER, AND IRONER.—BY a German young woman; understands French, English, and German cooking in all its branches; is willing and obliging; has good references. Call at Mrs. Hau's, No. 348 Bowery, entrance on Great Jones-st.

COOK—COARSE WASHING, ALL BUT THE starched clothes.—By a superior family cook and good bread-baker; wages $18; City; reference to last employer. Call at Aubrey's Select Family Office, No. 437 6th-av., above 26th-st., up-stairs.

COOK, WASHER, AND IRONER.—BY a German young woman; understands French, English, and German cooking in all its branches; is willing and obliging; has good references. Call at Mrs. Lowe's, Nos. 316 and 318 Bowery.

COOK.—BY A CAPABLE, TIDY, GOOD-NATURED Scotch woman, in a private family, to cook, wash, and iron, where she will not have to leave in a month; no objections to the country. Call at No. 106 6th-av., over blue store.

COOK.—BY AN ENGLISH WOMAN AS PROFESSED cook; understands French and English cooking thoroughly; best City recommendations. Apply at No. 101 West 20th-st.

COOK.—BY A YOUNG WOMAN AS PLAIN cook, washer, and ironer, with the best of City reference. Call for two days at No. 213 East 25th-st., near 3d-av., in the store.

COOK.—BY A GOOD FAMILY COOK WHO can give excellent and reliable references; in the City or country. Can be seen at No. 405 5th-av.

COOK.—AS HEAD COOK IN A HOTEL OR boarding-house, by a native of Strasbourg. Address Mr. Jaquin's, No. 621 6th-av.

EMPLOYERS WANTING GOOD colored cooks, waitresses, &c., direct from the South, can be supplied at SIMMS' Agency, No. 543 6th-av. Call early.

GENERAL HOUSE-WORK, OR COOK, Washer, and Ironer.—By a respectable German girl; is willing and obliging, and is every way competent; best City reference. Apply at No. 303 Bowery, entrance on 1st-st.

HOUSEKEEPER.—BY AN AMERICAN widow belonging to a Christian church as housekeeper; a widower's family preferred; no objection to the country. Address, for three days, Widow, Station H.

HOUSE-WORK.—BY A NEAT, WILLING girl, in the City or country, to do general house-work or to cook, wash, and iron in a small private family; is a very good cook; can furnish good City reference. Call at No. 260 6th-av., between 16th and 17th sts.

HOUSE-WORK.—BY A GOOD GERMAN girl, to do general house-work, or as cook, washer, and ironer. Apply at No. 127 Norfolk-st., at M. Hild's.

HOUSE-WORK.—BY A RESPECTABLE young woman, to do general house-work in a small private family; good City references; up-town preferred. Apply at No. 360 West 53d-st., between 8th and 9th avs.

HOUSE-WORK.—BY A RESPECTABLE German girl; is a good cook, and very nice washer and ironer; willing to make herself generally useful; best City reference. Call at Mrs. Lowe's, Nos. 316 and 318 Bowery, entrance on Bleecker-st.

HOUSE-WORK.—TWO YOUNG GIRLS wish to do the work of a small family; no objection to the country; are obliging; best City reference. Call at No. 1,309 3d-av., corner 75th-st.

SITUATIONS WANTED.

FEMALES.

LADY'S MAID.—BY A WELSH YOUNG woman, or as nurse to travel to Europe or in this country; is an experienced nurse; is well educated; has the best recommendations. Call from 10 to 4, at Rev. H. Powell's, No. 204 East 16th-st.

LAUNDRESS.—BY A RESPECTABLE young woman, as first-class laundress in a private family; one who understands French fluting, shirt polishing, and all kinds of fineries, in the neatest manner; best of City reference given. Call or address J. T., 256 West 35th-st., second floor, back room.

LAUNDRESS AND CHAMBER-maid.—Understands both perfectly; satisfactory City reference from last employer; wages $16. Apply at Aubrey's Select Family Office, No. 437 6th-av., between 26th and 27th sts., up stairs.

LAUNDRESS.—BY A RESPECTABLE colored woman, to go out by the day, washing, cleaning, &c. Call at No. 214 West 29th-st., third floor, front.

NURSE, &c.—BY A RESPECTABLE PROTESTANT young girl, to take care growing children, or would do chamber-work and assist in washing or other work; is willing and obliging; disposition good; reference. Can be seen at No. 304 East 24th-st. till Monday evening.

NURSE.—IN COUNTRY OR CITY, AS nurse by a very competent woman, who is very fond of children; can take entire charge of an infant from its birth, and is a good seamstress; best of references. Apply at No. 87 3d-av., corner 12th-st.

NURSE, &c.—BY A PROTESTANT GIRL, speaking French and German, to go with a family to Europe as nurse or maid; good references. Call or address No. 272 East Houston-st.

NURSE.—BY A RESPECTABLE GERMAN woman to take care of an invalid lady or children with a family going to Europe. Apply at her present employer's, No. 18 East 22d-st.

NURSE, &c.—BY A RESPECTABLE WOMAN as experienced nurse, or to do sewing or chamber-work; a Protestant. Apply at No. 292 West 10th-st., near Washington-st.

WAITRESS.—BY AN ENGLISH PROTESTANT young woman; excellent waitress or will do chamber-work and waiting, or seamstress and nurse young or growing children; good seamstress; operate on all machines; country or City; good testimonials. Call at No. 335 4th-av.

WAITRESS AND CHAMBER-MAID. —By a competent and experienced waitress; willing to assist in the chamber-work or plain sewing; City reference from last employer; wages $16; in City or country. Apply at Aubrey's Select Family Office, No. 437 6th-av., up-stairs.

WAITRESS, CHAMBER-MAID AND Waitress.—By a neat, tidy Protestant young woman; good waitress and chamber-maid; very good reference as to being honest, trustworthy, obliging, &c.; country or City. Call at No. 335 4th-av.

MALES.

THE FREE EMPLOYMENT OFFICE of the Bowery Branch Young Men's Christian Association of the City of New-York, No. 134 Bowery, between Broome and Grand sts., furnishes employers promptly with clerks, copyists, cooks, coachmen, farmers, gardeners, laborers, mechanics, office boys, and all kinds of male labor, free of charge to employer or employé. Men forwarded to the country, on receipt of fare. Address personally, or by letter, (with stamp inclosed.) W. B. CHURCHILL. Rev. JOHN DOOLY, General Secretary of the Bowery Branch, Y. M. C. A.

A BOY—15 YEARS OLD, WISHES TO LEARN the carpentering or some other trade, and will try to make himself useful. Address William Vicat, No. 29 St. Mark's-place.

COACHMAN.—BY A RESPECTABLE GERMAN single man as coachman; City or country; first-class driver; has thorough knowledge of the business; ten years' experience in this City; best City references. Call or address F. Meuer, private stable, No. 39 Bleecker-st., rear.

COACHMAN.—BY A COMPETENT MAN OF long experience in the proper care and treatment of horses; thoroughly understands his duty; a most competent groom and good steady driver; unexceptionable City recommendations. Address L. D., No. 628 Broadway, or Coachman, Carriage Repository.

COACHMAN, &c.—BY A VERY RESPECTABLE young man, (American,) who is an excellent driver, a good groom, and willing to make himself useful about a gentleman's place; well recommended. Can be seen at No. 138 West 11th-st., corner 6th-av.

COACHMAN AND PLAIN GARDENER. —By a north of Ireland Protestant young man, who has driven in both City and country; is also a good groom, and can do all branches of plain gardening, milking, &c.; best recommendations. Can be seen at No. 138 West 11th-st., corner of 6th-av.

COACHMAN.—BY A THOROUGHLY COMPETENT man, with several years' experience in the business; first-class groom and careful City driver; strictly temperate and obliging, as his reference can certify. Address D. R., No. 100 West 31st-st.

COACHMAN.—BY A VERY RESPECTABLE young man, American, who is an excellent driver, a good groom, and willing to make himself useful about a gentleman's place; well recommended. Can be seen at No. 138 West 11th-st., corner of 6th-av.

COACHMAN AND GARDENER.—BY a single man who thoroughly understands the care of horses; willing and obliging; three years' City reference from last place. Address J. B., No. 148 West 28th-st., private stable.

COACHMAN.—BY A COMPETENT MAN; experienced City driver; first-class groom; strictly temperate; will be highly recommended; no objections to the country. Call on or address James, No. 45 West 30th-st., at the feed-store.

COACHMAN.—BY A SINGLE MAN (ENGLISH) as coachman and groom in a private family; thoroughly understands his business. Call or address P. P., No. 140 West 50th-st., private stable.

GROOM, &c.—BY AN AMERICAN YOUNG man as groom, and to make himself useful about a gentleman's place; has good references. Call for two days, after 8 o'clock, at No. 129 West 17th-st.

USEFUL MAN.—BY A STEADY YOUNG man in City or country; active, able, and willing to work; best references from his present employer. Call at No. 186 5th-av.

VALET, &c.—BY A YOUNG FRENCHMAN, speaking English, as second or valet in a private family; no objection to the country. Address No. 213 7th-av., top floor.

WAITER.—BY AN EXPERIENCED French waiter; speaks English thoroughly; has unexceptionable City references, which will bear the strictest investigation as to his abilities and general character. Address H. C., *Times* Up-town Office, No. 54½ West 32d-st.

HELP WANTED.

ANGELL'S TURKISH BATHS, NO. 61 Lexington-av., want agreeable, intelligent, industrious American young men and women, not older than twenty-five years; profitable employment, with medical instruction; references required.

DRIVER WANTED—FOR ONE MONTH only; must be well recommended, and strong, skillful, and willing to work. Address K., Box No. 159 *Times* Office, stating wages wanted, and reference.

EMPLOYMENT FOR ALL WHO ARE prepared to render faithful service may be had at the LADIES' PROTECTIVE UNION AND DIRECTORY, No. 1,302 Broadway, second door below 45th-st.

WANTED—GENTLEMEN OF ABILITY TO act as special agents for the Commonwealth Life Insurance Company in the State and City of New-York; also, in New-Jersey, Pennsylvania, and Central and Western States. To the right parties fine positions are offered. Only business men of character need apply. Call or address No. 214 Broadway, New-York.

WANTED—A COMPETENT GIRL TO GO with a family to the vicinity of Boston for the Summer, to do chamber-work and sewing and take care of a child; Protestant preferred; City reference required. Apply at No. 118 West 45th-st., between 10 and 2.

BUSINESS CHANCES.

THE SUCCESSFUL PUBLISHER of the FREE-THINKER, a monthly paper published during the last three years in the German language, treating religion, morality, science, and social questions on the platform of truth, reason, and the results of scientific progress, intends, in response to a general demand, to issue an English edition, and is willing to arrange with a proper party, possessing ready means. Thousands of subscribers ready; a brilliant pecuniary success beyond doubt. Address FREE-THINKER, Box No. 2,675 Post-office.

PARTNER WANTED WITH CAPITAL of $8,000 or $10,000, in a well established, legitimate, and pleasant business in this City, paying fair profits for fair labor. Any one desiring to engage in an agreeable and profitable business, if of good habits and fair amount of energy, will find this a very desirable opportunity. References exchanged. Address R. W. S., Box No. 131 *Times* Office.

AN IMMEDIATE PROFIT OF $40,000 can be made by an investment of $10,000 for a few weeks on first-class security, besides a position insuring a handsome yearly income for occasional services. Address TREASURER, Box No. 120 *Times* Office.

$3 TO $5 PER DAY.—SEND 10 CENTS for two valuable samples to commence business. Address JOHN THOMAS, 195 West-st., New-York.

MARBLE MANTELS.

A. KLABER.—STEAM MARBLE AND MARbleizing works, Nos. 134 and 136 East 18th-st. Marble and marbleized mantels, tiling, marble counters, monuments, at prices that defy competition. Marble turning for the trade.

STEWART'S SLATE MANTELS, RICH and elegant designs; slate work of every description; marble and wood mantels. T. S. STEWART & CO., No. 220 and 222 West 23d-st., near 7th-av.

MISCELLANEOUS.

ASTHMA AND BRONCHITIS EFFECTUALLY relieved by the use of Datura Tatula, for "in a most fearful attack of asthma, Lord Dunsany had scarcely smoked the Datura Tatula for more than a minute or so when the symptoms abated, and in ten minutes more he was relieved wonderfully. He told me he had used it for years with the most perfect success. Certainly the inhalation had the most magical effect I ever witnessed."—Dr. J. MCVEAGH. "I have never known an instance in which relief was not obtained."—Gen. ALEXANDER. Sold as tobacco, in tins, as cigars and cigarettes in boxes, and as pastilles for inhalation in boxes, by SAVORY & MOORE, No. 143 New Bond-st., London, and all chemists, druggists, and store-keepers throughout the States and Canada.

STRICTURE OF THE URETHRA—Often sympathetic of piles and fistula, absurdity of dilation, its rapid cure by the urethrotome. Three type cases addressed to his private surgical class by EDWARD H. DIXON, M. D., editor of the *Scalpel*, No. 42 5th-av. Inclose 25 cents by post. Office hours from 8 to 9, 1 to 3, and 7 to 9 evening.

The New-York Times.

TRIPLE SHEET.

NEW-YORK, SATURDAY, MAY 17, 1873.

Amusements This Evening.

WALLACK'S THEATRE.—THE SQUIER'S LAST SHILLING—Mr. E. A. Sothern, Miss Effie Germon. Matinée at 1½.

GRAND OPERA-HOUSE.—MONTE CRISTO—Mr. Fechter, Mr. C. Wheatleigh, Miss Lizzie Price. Matinee at 1½.

OLYMPIC THEATRE.—HUMPTY DUMPTY—Mr. Geo. L. Fox, Mr. C. W. Bavel, Miss Fanny Beane. Matinee at 2.

FIFTH-AVENUE THEATRE.—DIVORCE—Mr. Geo. Clarke, Mr. Louis James, Miss Clara Morris. Matinee at 1½.

BOOTH'S THEATRE.—ANY ROSSART—Miss Neilson, Miss Pateman, Mr. F. Bangs. Matinée at 1½.

UNION SQUARE THEATRE.—FROU-FROU—Miss Agnes Ethel. Matinée at 1½.

NIBLO'S GARDEN.—AZRAEL—Messrs. Maffit, Bartholomew, Mlle. Lulu. Matinée at 2.

WOOD'S MUSEUM.—DRAMATIC PERFORMANCES AND OURIOSITIES—Afternoon and evening.

BRYANT'S OPERA HOUSE.—ETHIOPIAN MINSTRELSY—Dan Bryant, Seymour, Reed.

CENTRAL PARK GARDEN.—SUMMER NIGHT'S CONCERT by Theo. Thomas' Orchestra.

STEINWAY HALL.—Matinée at 2½.—PIANO RECITAL—Mr. Anton Rubinstein.

SOMERVILLE ART GALLERY.—EXHIBITION OF PAINTINGS.

The New-York Times.

THE NEW-YORK TIMES is pre-eminently a family paper, all objectionable advertisements being rigidly excluded; and it has a constantly increasing circulation among the most respectable classes of the community.

TERMS TO MAIL SUBSCRIBERS.

The DAILY TIMES, per annum, including the Sunday Edition.....$12
The DAILY TIMES, per annum, exclusive of the Sunday Edition.....10
The Sunday Edition, per annum.....2
The EUROPEAN EDITION, per annum, postage extra.....5
The SEMI-WEEKLY TIMES, per annum.....4
The WEEKLY TIMES, per annum.....2

Club rates of THE WEEKLY—all to one Post-office address—Five copies, per annum, $7 50; Ten copies, per annum, $13 50; Twenty copies, per annum, $25; Thirty copies, per annum, $35, and One extra copy to each Club. For every club of fifty, one copy of THE SEMI-WEEKLY TIMES to the getter-up of the club.

When the names of subscribers are required to be written upon each paper of the club at one Post-office address, ten cents for each copy additional to the above rates.

Club rates of THE SEMI-WEEKLY TIMES: Two copies, one year, $5; ten copies, one year, $20—and one extra copy free. New names may be added to clubs at any time during the year, at club rates.

THE SEMI-WEEKLY and WEEKLY mailed one year to clergymen at the lowest rates.

These prices are invariable. Remit in drafts on New-York or Post-office Money Orders, if possible, and where neither of these can be procured send the money in a registered letter.

Terms, cash in advance.

THE NEW-YORK TIMES,
New-York City.

To Advertisers.

☞ For the accommodation of up-town residents, advertisements for insertion in the TIMES will be received at No. 54 West 23d-st., junction of Broadway and 6th-av.; No. 308 West 23d-st., opposite Grand Opera-house, at same rates as are charged at office of publication.

Notice.

We cannot notice anonymous communications. In all cases we require the writer's name and address, not for publication, but as a guarantee of good faith.

We cannot under any circumstances return rejected communications, nor can we undertake to preserve manuscripts.

This morning THE DAILY TIMES *consists of* TWELVE PAGES. *Every news-dealer is bound to deliver the paper in its complete form, and any failure to do so should be reported at the publication office.*

Can the Legislature not be induced to take up the short, practical, and salutary measure of reform known as the City and County Consolidation bill? It has been time and again pointed out how artificial, how costly, and how vicious is the existing distinction between the City and County of New-York. Millions have been stolen already under cover of the confused methods of administration and Municipal book-keeping perpetuated by a distinction which exists in law without having the slightest existence in fact. Territorially the County of New-York is the City, and vice versa, and the affairs of both ought to be conducted by the same officers. On grounds of public economy and public safety this is equally requisite. Of course, we must continue to have a Board of Supervisors to discharge certain ministerial duties in regard to the Tax Levy, but as the Aldermen already perform the functions of Supervisors, the consolidation has, so far, been accomplished. The bill for making the consolidation complete has been before the Assembly for months. It was, we understand, drafted by CHARLES O'CONOR, and its constitutionality has been approved by some of the most eminent lawyers in the State. It is not creditable to the Legislature that so important a measure of reform should have been ignored, while numberless trifling bills have been allowed to take precedence of it. The blunder can yet, however, be easily repaired.

The Board of Aldermen made a gross blunder yesterday in refusing to listen to the protest of the Board of Underwriters against the appointment of WALTER W. ADAMS as Commissioner of Buildings. We believed Mr. ADAMS to be a man of unexceptionable personal character, and very respectable abilities, and therefore approved of his nomination. His position as MACGREGOR'S deputy was certainly an argument against him, but we assumed that care had been taken to ascertain that he was entirely free from the dictation of his late superior. The Board of Underwriters sent a committee first to the Mayor and afterward to the Aldermen, bearing a protest in which it was shown that Mr. ADAMS was clearly under MACGREGOR'S influence—the fact being, as we understand it, that the ex-Superintendent has been zealously laboring to secure the appointment of his deputy as his successor. It was creditable neither to the Mayor nor to the Aldermen to have treated so cavalierly the representations of a body so vitally interested in having a reformed building department as the Board of Underwriters. The Mayor ought, in virtue of the pledges under which he assumed office, to have withdrawn the name of Mr. ADAMS till opportunity was given to ascertain the truth of the charges preferred against his nominee. Failing that, the Aldermen ought certainly to have extended to the committee the scant courtesy of reading their protest, and then voting on it as the circumstances warranted. As it is, Mr. ADAMS will enter on the duties of his office with a very strong suspicion resting upon his capacity for adequately discharging them—a suspicion which it will require very energetic conduct on his part to dissipate.

Under Mayor HALL the receipts paid into the City Treasury by the Bureau of Permits averaged $6,000 per annum. Under Mayor HAVEMEYER the receipts from the same source have amounted in two weeks to $6,473. This is the kind of practical reform which the tax-payers understand and appreciate. They expect to see more of it under the reorganized Departments of the City Government.

The nomination of Mr. JACOB A. WESTERVELT as Dock Commissioner is one eminently fit to be made. Once Assistant Alderman of the Thirteenth Ward, and once Mayor of the City, he has sufficient familiarity with Municipal business to enable him to master very easily the details of the duties of Dock Commissioner, for the discharge of which his experience as a ship-builder renders him specially fitted. His personal character is of the highest order. Mr. WILLIAM GARDINER is an equally creditable nomination, and we suppose that the fact of Capt. BUDD being an old salt, and so keenly interested in nautical affairs that he pines in his rural retirement for some congenial occupation, ought to be sufficient warrant for his fitness to be a Dock Commissioner. The Court-house Commissioners being allowed no salaries, having no money to spend, and having only a doubtful legal right to spend any that might be intrusted to them, are hardly of sufficient importance to excite discussion. If they are patriotic enough to take an appointment which enables us to get rid of INGERSOLL, WALSH, COMAN, and NORTON, they deserve, at least, the thanks of their fellow-citizens.

Mr. GEORGE H. STUART, Chairman of the Purchasing Committee of the Board of Indian Commissioners, has written a letter on the method of disposing of contracts, which disposes of some malicious rumors which have been put in circulation. All the awards by the Commissioners of Indian Affairs received the unanimous approval of the Committee, and a glance at the names of its members will show that this single fact rendered anything like unfairness impossible.

Dispatches from the camp of the troops in the old Modoc stronghold, under date of the 13th at 11 P. M., lead us to expect news of a sharp fight by the next courier to San Francisco. It is at least certain now that the savages are out of reach of Tule Lake. Whether they are in any more accessible or less defensible position remains to learn.

Recent events in the widely separated cities of Boston and Chicago—hardly more widely separated geographically than in the general tone of society—show that the temperance movement is making some bold advances. While Boston is enforcing a very stringent restrictive law, Chicago is undertaking to close her liquor-saloons at 11 P. M. Of course there is some opposition in both places, of which the lawyers will have the principal benefit.

Judge BENEDICT, of the United States Court, in Brooklyn, has acquired an enviable reputation for securing good juries. While sitting in the Circuit Court, yesterday, in this City, he gave a hint of the cause of his success by fining two jurors, absent without excuse, $250 each, and directing the marshal to collect the fine.

Secretary RICHARDSON'S views on the Civil Service rules are presented on our third page. They exhibit a respect for the principles involved in the reform which is creditable to his good sense. The assumption that he regarded the rules as providing a test for literary qualifications alone, was, it seems, unfounded. It was certainly one which only the grossest ignorance would explain.

The Erie Railway Report.

The value of the report on the affairs of the Erie Railway which was presented to the Legislature, yesterday, by Mr. BABCOCK, lies chiefly in the fact that it gives a tolerably clear résumé of the recent history of that notorious corporation. It does not add materially to our information concerning the road, and it makes no very comprehensive or searching suggestions of remedy for the monstrous evils in which the management of the road has been so long fruitful. The report dismisses entirely the question of the legal authority for dividends on watered stock, on the ground that the question has been referred to the Attorney General for report, and also on the ground that in the specific case in hand the dividend proposed had been declared and paid before the committee began its investigation.

The report makes it perfectly clear that the late dividend of the Erie Road was paid out of the money obtained from BISCHOFFSHEIM & GOLDSCHMIDT, on the bonds negotiated by that house. The committee state that the fact was admitted by the President, Mr. WATSON, while it was claimed by that gentleman that the amount had previously been borrowed by the construction account, and was repaid by that account on the occasion of paying the dividend. In other words, if we understand Mr. WATSON'S testimony, expenditures which, in his opinion, were not properly current expenses, but were made for the permanent improvement of the road, were charged to construction account and credited to the account of net earnings. This is in accordance with Mr. WATSON'S general theory that the earnings of a road over and above the sum needed to keep the road and equipments in thorough order, are properly available for making dividends. This theory proceeds on the presumption that permanent improvements of a road are in the nature of an investment which stockholders ought to have the option of making or not making out of their profits after having received those profits. This is a very neat and plausible theory. It only holds good, however, where the stockholders really have a voice in determining permanent improvements or what are called such. No President holding to this theory strictly could, for instance, alter the gauge of his road or lease new lines without the specific instruction of his shareholders, whose property is pledged to the fulfillment of any such contracts. The committee express no opinion on the legality of Mr. WATSON'S theory of railroad management, but they very decidedly question its propriety, and urge the subject on the attention of the Legislature. It is hardly necessary to add that nothing will come of this recommendation.

On the subject of the *coup* in the Erie Railway in March, 1873, the committee recite in some detail the facts already given to the public by THE TIMES. They find little to approve and much to condemn in the whole transaction. Incidentally they adopt the conclusion which the entire public interested in the matter has long since arrived at, that Gen. BARLOW'S conduct was, throughout, that of an honorable and upright public officer. On the other hand, they administer a severe rebuke to SHEARMAN and his confederates for their endeavor, by a curious system of lying among themselves, to break down the reputation of the Attorney General.

The public will agree with the committee that the spectacle afforded by the overturn in the Erie offices was a scandalous one. One set of directors bribed to resign to make way for another mainly in the interest of the owners of a road seeking a profitable connection; this process managed by a pack of scheming stock-jobbers and unscrupulous attorneys, and superintended by a United States Minister released from his post for the purpose, and paid, it is said, a hundred thousand dollars for his precious services; the total expenses of the "overturn" amounting to three-fourths of a million of dollars incurred for purely selfish motives, repaid out of the treasury of the road—these are features of the picture which the committee present for the judgment of the country. They are not pleasing, and show a miserably debased standard of morals on the part of all concerned. The committee recommend no definite action in the premises. Probably none is possible. Bad as the whole business of the *coup* was, it has resulted in some improvement of the road. If the public sense of decency is defied, it must be remembered that the road was not likely to be revolutionized by that sense, if its requirements were ever so closely followed. If the spirit of the laws were unblushingly violated, the fact remains that the laws themselves had long been powerless to right the existing wrongs, and that the prospect of a reform in the due process of law was but doubtful. We have not the slightest defense to make of the scandalous *coup*. It was a bad procedure, originated by unscrupulous men for improper ends, and carried out by shameful means. But it was a legitimate outgrowth of the state of affairs in the midst of which it occurred, and the community which so long tolerated that state of affairs cannot hold itself blameless in the matter.

The committee find that the Erie, in common with other great corporations, has been in the habit of spending money liberally to effect legislation. This has been done in various ways. The committee think that most of the money thus spent goes into the pockets of the lobby. We cannot agree with this conclusion. Men who employ lobbyists generally know what their services are worth, and pay them accordingly. It is not presumable that they are easily cheated. There is a great deal of direct bribery by these wealthy corporations, and it is a pity that the committee were unable to trace any of it in this case. The remedy of general legislation is unquestionably the only one with any appearance of adequacy about it. So far as this is possible, it will work well. But it will not work miracles, and the abolition of the lobby in the present condition of political morals would be nothing less than a miracle. We have made some advance, as a community, in the direction of a juster and more powerful moral sentiment in financial and political matters, and we shall make more, but the process will be a long one. Meanwhile, it is a matter for great regret that the Erie Committee have not been able to help on our advance by the definite exposure of individual cases of corruption. One such would have been worth a great deal. As it is, we shall be left for some time yet to the operation of an aimless public indignation, qualified by an enervating sense of general helplessness.

A Bill that Must be Passed.

The outstanding claims against New-York City are very large. Some of them have been fully provided for, as, for example, those of the newspaper proprietors who, not content with the results of a very rigid and impartial audit, are again besieging the Legislature to give validity to bills and charges which neither the official auditors nor the courts can be induced to recognize. In justice to the tax-payers, this class of claimants ought to be left to make the most of the very liberal legislation already devised in their favor. Any further bills for their especial benefit would simply represent a swindle on the public Treasury, and should, if passed, be promptly vetoed by the Governor. Then there is the large class of outstanding claims to which a pretty strong suspicion of fraud attaches. Among these are the enormous bills—amounting to a few millions of dollars—of the Ring stationers; the claims of certain notorious contractors for patent pavements, water-meters, and the like. Such bills may safely be left to take their feeble chances in the courts. But, including such proportions of these last as have a basis of justice, there still remains a large number of honest claims against the City for which no appropriation has been provided, and for the payment of which there are, accordingly, no resources in the hands of the Finance Department. The owners of past-due claims, who are best entitled to be paid, have shown the greatest amount of forbearance in pressing the City for satisfaction. But their patience cannot be expected to last forever, and it is hardly worthy of a great City like this to be reduced, year after year, to the position of leaving certain of its creditors no resource but that of obtaining a judgment in the courts, and of getting an execution upon some portion of its property. This process has been gone through to some extent already, by the less reputable class of City creditors, but must inevitably become far more general if some legislative provision be not obtained for the relief of all classes who have a just title to be paid.

The Legislature of 1873 passed a law for the general relief of contractors and others who have claims against the City antecedent to 1871. This bill was so full of objectionable clauses, and would have revived such a mass of practically outlawed claims, that even Gov. HOFFMAN refused to sign it. In March last a perfectly fair and sufficient bill was introduced into the State Senate, enabling the Finance Department to deal with such of the old liabilities of the City as should be found justly due. That bill was passed substantially as introduced, and now awaits the action of the House. In the Assembly Committee there was tacked on to it another bill, intended for the special relief of the Department of Parks, which had been defeated, when introduced, on its own merits. The Park bill ought certainly to pass, as without it the hands of the Commissioners are tied up from engaging in any new work. We see the results of its failure in the incomplete condition of several of the minor City parks, and on the stoppage of all work upon the unfinished portions of Central Park. But the bill ought to be allowed to stand on its own merits. Its necessity can be made sufficiently apparent to secure a reconsideration of the vote by which it was defeated, and it is hardly fair to the long-suffering creditors of the City, not to mention the overburdened Department of Finance, to allow the prospects of legislation for their behalf to be bound up by the fate of a measure of a totally different character.

The Legislature cannot adjourn leaving the outstanding indebtedness of New-York prior to 1871 entirely unprovided for, and leaving the City a prey to all manner of vexatious suits and perplexing executions upon its property. Our Municipal credit would suffer from the indefinite repetition of such scenes as having the Sheriff in possession of the pictures in the City Hall, or of several fire-engines, or of other readily accessible portions of City property. Let the bill as passed by the Senate be taken up by the Assembly and passed upon its merits, leaving the parks to be provided for by other legislation. The City is making a new start in the administration of its affairs, and it ought to be allowed to do so with a clean balance-sheet. As soon as the charter is made, by sundry needful amendments, a coherent and workable instrument, there will be very little occasion to invoke for some time any further legislative interference with our affairs. But the charter is not a complete scheme of self-government so long as the City is debarred from paying its old debts, and the bill enabling it to do so ought to be taken up and passed without further delay.

The Civil Service of West Africa.

English merchants who happen to be specially interested in the trade of the British settlements in West Africa, have been for some time past doing their utmost to induce her Majesty's Government to so change the policy hitherto pursued in the selection of officials as to render the civil service a credit, instead of being what it evidently now is—a very great disgrace. The settlements in question are four in number, viz.: Sierra Leone, the Gambia, the Gold Coast, and Lagos, and have a population—whites and blacks—of about a quarter of a million. The exports have for a considerable period amounted to £1,500,000 annually, from which the Government exacted £170,000 in duties; but in return gave only a miserable set of "idle, lazy fellows, who thought of nothing but how much money they could get, when they could get promotion, and of drinking, smoking, and never attending to their duties." The leading merchants of the settlements are willing enough to pay taxes, but they wish to have a voice in their disposition. They want to have men selected for office who have a practical acquaintance with commercial affairs, persons who will not only work faithfully, but, in addition, agree to aid in the advancement of the general prosperity. At present, it seems that there is a legislative council at every settlement, but with a single exception each consists of a governor, a secretary, a chief magistrate, and one merchant. A former Governor, Mr. MCCROSKIE, is authority for the statement that the Legislative Council at Lagos had "dwindled to a mere office for the registration of the Governor's wishes;" that bills involving thousands of pounds sterling had been known to pass their first, second, and third readings at one sitting. The annual estimates have been passed in the same way. At one of these sittings, the Governor is said to have voted himself an increase of £500 a year to his own salary, and £800 to the Chief Judge. It is related of another Governor, that having a desire to provide a "comfortable" position for his son, he put a bill through the Council, creating the office of Inspector General of Police, and that the "Inspector General" has since spent the greater part of his time in England. At Sherbro, a portion of Sierra Leone, the person occupying the post of Commandant, and Police Magistrate, is a young man about twenty-four years of age, who is so deficient in legal knowledge that the most important of the complaints taken by him against criminals have to be set aside at Sierra Leone through informalities, thus permitting the escape of prisoners who are, in numerous instances, charged with grave offenses.

The appointment of broken-down military men as Custom-house officers is also complained of in very bitter terms. One of these persons having received his order to proceed to a West African port, was so ignorant of its whereabouts that he wrote to a merchant to inquire "Where the devil this infernal hole was!" The *Negro*, a journal printed, published, and edited by black men at Lagos, not long ago, in referring to this matter, said: "It is wonderful to what a limited extent wisdom and discretion have swayed the counsels of subordinate officials on this coast. We think it was the Earl of CARNARVON, formerly Secretary of State for the Colonies, who said that the officials generally sent to this coast were not the men the Government would select, but the men they could get, willing to brave an inhospitable climate." Now, the fact is that, down to this day, the appointments of officials for the West African settlements are made upon the assumption that no one who has the remotest chance of getting along at home would risk his life in such "an inhospitable climate." The merchants assert that it is possible to procure men for the posts who will be sure to give satisfaction, and it certainly would not seem unreasonable if they were allowed to try.

It has further been stated, in connection with this subject, that the Governments of the several settlements have become so contemptible in the eyes of the natives, that they have not hesitated to demand a surrender of their runaway slaves, and worse still, that the demands in many instances have been complied with. Especially has this been so in the case of female fugitives, who, to save appearances, have been declared to be the wives of the claimants. At a recent meeting of the Manchester Chamber of Commerce, there was quite a warm debate upon this question, in the course of which, one speaker asserted that before the abolition of slavery in the West African settlements, the British Government had been in the habit of maintaining strong garrisons for the protection of the people, but that since enterprise had to be pursued on a free basis, the troops had been withdrawn, and the Government did little more than to oppress the colonists by exacting heavy taxes.

Nixon.

It is a little less than four months since MICHAEL NIXON brutally shot and killed an inoffensive man in Chatham-street. He was promptly arrested, tried, and convicted. His counsel left no means untried to secure a rehearing of his case, but courts and judges steadily refused to interfere with the course of justice. Yesterday he was hanged, and thus a new evidence is furnished that the trade of murder has at length become a dangerous one in this City.

The conviction of STOKES, and the hanging of FOSTER and NIXON, afford us good reason to hope that henceforth the life of the innocent is to be held more sacred than the life of the murderer. In the convictions of STOKES and NIXON, the system of trial by jury, which has been brought into ridicule by the idiocy of the average juryman, who, for the last ten years has refused to find murderers guilty, has been to some extent vindicated. We have been too much accustomed to denounce a feeble and corrupt Judiciary for the rarity with which the death penalty has heretofore been inflicted. The weakness or stupidity of juries has, however, been the most frequent source of immunity for crime. When juries either fail to agree, or impudently bring in verdicts of acquittal in cases where the guilt of the defendant is as clear as noon-day, the best Judiciary in the world is powerless. It is to be hoped that the typical idiot who has so often disgraced the jury-box is no longer to be permitted to frustrate justice, but that our juries will henceforth consist of men as intelligent and fearless as those who refused to connive at the escape of STOKES or NIXON.

There has, undoubtedly, been much evil wrought by the readiness of courts to grant new trials upon frivolous technicalities, and of judges to issue writs of error and stays of proceedings in cases where, in so doing, they were making law a mere mockery. In the case of NIXON, the failure of his counsel to obtain any assistance of this sort shows that public sentiment has not been without its effect upon time-serving judges. If jurymen and judges will continue to thus subordinate their private feelings to the public good, the law against murder will no longer remain a dead letter, and punishment will follow crime in this State as surely as it does in our sister State of New-Jersey.

The day before the execution of NIXON, a friendless Italian was hanged at Morristown, N. J., for the murder of a faithless wife. There was so much reason to doubt whether his crime deserved the death penalty, that in almost any other community he would certainly have escaped the gallows. New-Jersey justice is, however, stern and inexorable, and LUSIGNANI found no mercy from courts or judges. This execution and that of NIXON, nevertheless afforded a sharp contrast, which was by no means to the credit of the New-Jersey Sheriff. While the tragedy in the Tombs was enacted with the degree of decency and order so eminently desirable, the execution at Morristown was made hideously repulsive by the nervousness of those who had it in charge, and who subjected the wretched Italian to mental and physical suffering which were utterly inexcusable. It is quite possible that had LUSIGNANI been tried in this City he would not have been sentenced to death. Had such a sentence, however, been passed and inflicted, it is quite certain that the final scene would have been devoid of the bungling which so shocked the spectators in the Morristown prison-yard.

The Life-Saving Society.

The gentlemen who on last Tuesday evening, at the New-York Free College, organized the "Life-saving Society of the City of New-York" have begun a most praiseworthy and necessary work. The one fact that the losses by drowning alone in the waters about the City during the last twenty years foot up the appalling aggregate of 6,000, shows better than any argument the need for some systematized and energetic effort to prevent this frightful waste of human life. Out of these 6,000 deaths it is undoubtedly true that a large number might have been readily saved but for the want of proper appliances and of skilled assistance to effect a rescue, while another considerable proportion have been lost, even after recovery, simply from ignorance of the true methods of resuscitation. Such deficiences in these and similar cases the new society is intended to supply, and, generally speaking, will, we believe, fill here the part which is so ably performed by the Royal Humane Society of London.

We need not, therefore, go into the details of the organization further than to say that it is the purpose of the new association to provide life-saving apparatus of the most approved models in accessible situations, and to employ, for the efficient use of the same, a suitable number of persons who will be properly trained and disciplined for the discharge of these duties. The enterprise will, of course, be supported by voluntary subscriptions, and these are fixed at so low a figure as to put it within the reach of most to aid in forwarding a praiseworthy undertaking. The payment of $500 will make one a patron, of $100, a life member of the society, while any person may become an honorary member by subscribing $10 annually. The names of the organizers, who include such well-known and esteemed citizens as Prof. DWIGHT, the President, Gen. WEBB, Messrs. ABRAM S. HEWITT, FREDERICK LAW OLMSTED, WM. H. APPLETON, and others, is a guarantee that the professed aims of the society will be faithfully and diligently forwarded.

Although it is not expressly stated in the articles of organization, we presume it will be one of the first cares of the society to establish a medal or other suitable premium as a reward for saving life, in accordance with the suggestion made some time since in THE TIMES. The medal of the Humane Society is sought for with an avidity which royal decorations scarcely inspire, and has undoubtedly stimulated many an act of desperate courage in the service of humanity. What is better, such insignia foster among all men, especially among those who, like seamen, lead a life of daily peril, a spirit of generous helpfulness, which is in itself almost a safeguard against danger. A life-saving medal would speedily create among us a veritable legion of honor ever eager to repeat its brave deeds, in whose ranks all men would be proud to be enrolled, and against which the sternest republican simplicity could not take exception. Had there been one or two members of such an order in the crowd that not long since stood on a Brooklyn ferry-boat, and saw a boy drown almost within arms' length, that pitiable episode would surely have gone unrecorded.

MINOR TOPICS.

The facility afforded for tampering with jurors during the progress of civil and criminal cases has seemed so great in the eyes of the people of St. Louis that they resolved some time ago to curtail it. This they now have succeeded in doing by supplying rooms in the Court-house sufficiently large and commodious to permit twelve men to eat, sleep, and be happy during the time occupied in important trials. Hereafter it is intended that once a jury has been impaneled, it will be kept wholly free from "outside" influences until there has been an agreement to a verdict or an agreement to disagree. A great deal of good may or may not result from the faithful enforcement of this system. If the fare provided by the Sheriff does not happen to be above that of the average boarding-house the jurors will doubtless try to arrive at a verdict as speedily as possible: but, on the other hand, if it should consist of "all the delicacies of the season," with the addition of old wines and liquors, there is no knowing to what length they may hold out.

By the manner of enforcing the Massachusetts Beer law, there is just now caused a great deal of dissatisfaction. The bottlers of ale, porter, and lager-beer feel particularly aggrieved. After having discontinued the work of supplying customers for several days in compliance with an order from the State constabulary, they discovered that the law had not been enforced in the case of other wholesale dealers. A meeting was immediately called, and the following resolution passed: "After having discontinued sending out ale, porter, and lager-beer for four days on our teams, and finding that the law was not enforced on any other class of wholesale dealers, we would move that we commence again sending out teams, unless at any time we find that the law is enforced on other branches of wholesale dealers, when we, as law-abiding citizens, will at once discontinue the sale from our teams, but in all cases of prosecution test the case as agreed upon." The effect of this new attempt to enforce the Prohibition law, so far, has been to cause the owners of extensive breweries to look for eligible sites in other States with the purpose of removing. The farmers, who depended on "brewers' grains" for feeding their cows, now that it has turned against themselves, are beginning to clamor against the law, and there is a good deal of talk about the possible effect this and other opposing influences may have in changing the complexion of the next Legislature.

The result of the recent election of Bishop PADDOCK, in Massachusetts, ought to encourage those timid souls who fear that the Episcopal Church is becoming Romanized, merely because a small party in the Church are desirous of embellishing the ritual. Dr. DE KOVEN, who was one of the prominent candidates for the vacant bishopric, and whose ability, learning, and piety are universally conceded, was defeated merely because certain expressions made by him were construed—whether justly or unjustly—as a profession of his belief in transubstantiation. If the mere suggestion that a distinguished divine held this Romanist doctrine was sufficiently powerful to weigh against his known fitness for the episcopal office, there is no danger that Ritualism and semi-Romanism will make much progress in Massachusetts.

Danger of collision on the Atlantic has vastly increased during the last twenty years. Where formerly there were only sailing-ships, following no fixed and invariable route across the water, there are now scores of swift steamers, driving onward through fog and darkness over the same narrow track. It has recently been urged that separate paths should be observed by different and opposite classes of steamers, in order to diminish the danger of collision, and it is now announced that all Cunard ships will hereafter be instructed in accordance with this plan. Of course these lines, except those perhaps managed by men who prefer to make quick and economical passages rather than to carry their passengers safely, will follow this example, and then one of the worst dangers of the Atlantic voyage will be very greatly diminished.

At the semi-annual meeting of the Dental Board of Examination, recently held at Montreal, a discussion arose upon the question of continuing to reconize colleges in the United States that grant diplomas to Canadian students who, through incompetency, have failed to procure them in their own country. The Pennsylvania Dental College was accused of having committed acts of this character, and the proof having been considered sufficiently strong, it was there and then stricken from the list of institutions entitled to courtesy. The immediate effect of this action will be to prevent persons who hold the diplomas in question from practising in Montreal, and the province of which it is a part. Now, without having any desire to find faults with the course pursued by the Montreal board in this matter, it seems only fair to send the Philadelphia College to say that the students charged with the sharp practice referred to may have been required to complete an additional course of study before receiving their diplomas. It is to be hoped that such has been the case.

AMUSEMENTS.

Musical.

RUBINSTEIN PIANO RECITALS.

The third of Mr. Rubinstein's piano recitals took place at Steinway Hall yesterday. The programme was representative of Schubert, Weber, and Mendelssohn, and, although it might with advantage have been briefer by one-fourth of its length—for there can be too much of even a good thing—it certainly afforded more pleasure than either of its predecessors. Mr. Rubinstein rested with much clearness and beauty of tone two fantasias by Schubert, whose piano music, if it does not abound in grand ideas in, nevertheless, made thoroughly enjoyable by its sweetness and simplicity. He also played very finely the exquisite A flat sonata of Weber, and eleven of Mendelssohn's "Songs Without Words," these being among the selections for an appreciative and expressive delivery of which Mr. Rubinstein can always be depended upon. We did not admire so much servedly the other performances of the afternoon; Mr. Rubinstein cannot always, as we have had occasion already to remark, restrain his impetuousness, and the delicate writing in Weber's "Invitation to the Waltz," as well as the pretty peloase in E major, the characteristic rhythm of which was swept away in the mighty stream of the pianist's execution, suffered on this account. The fourth recital may be attended to-day. The bill consists of Schumann's compositions exclusively, "Kreisleriana" and "Carnaval" being the most conspicuous numbers.

MISS LIEBHART'S BENEFIT.

The concert for the benefit of Miss Liebhart, given at Steinway Hall last evening, proved quite successful. The principal incident of the performance was the recital on two pianos of Schumann's "Andante and Variations" by Mr. Anton Rubinstein and Miss Anna Mehlig. It is superfluous to say that this very fine composition was capitally played by both executants, Miss Anna Mehlig, who goes to Europe to-day, proving herself a worthy associate of the eminent artist who is also on the point of departing, and the splendid Steinways responding to every demand of the composer and interpreters with their wonted superb quality and volume of tone and variety of accent. Singing by the bénéficiaire, by Mr. Millard, and by Miles. Drasdil and Canissa, the two ladies last named being honored by much applause and an encore after each effort, filled out the bill. M. Sauret, the violinist, who was to have assisted in the proceedings, did not appear.

NOTES FROM THE PEOPLE.

Average Earnings of the American People.

To the Editor of the New-York Times:

In your paper of the 30th ult. was a paragraph headed, "Average Earnings in the United States," in which there was this statement:

It appears from the last census returns of the wealth, the population and the earnings of the United States, "that the average annual earnings of the whole American people do not exceed $300 a year each."

The population of the United States in June, 1870, was 38,555,983, and an average of earnings of $300 to each person would make the sum of $20,344,795,400. The total value of the whole real and personal property of the country was estimated in 1870, according to the true value in the census, at $30,068,518,507; less by $778,307,893 than the "annual earnings of the whole American people" at $300 each. The mere statement of this carries along with it the evidence of the error. The average earnings of the whole American people at $135 each, gives to each family of five persons the sum of $675. This estimate is too high. The census report of 1870 estimates the value of all farm productions, including betterments and additions to stock, as $2,447,586,858; and the value of all our manufactured product for 1870 at $4,232,325,443, making a total gross value of our agricultural and manufactured product for that year of $6,679,884,120. Mr. David A. Wells, in his report as Special Commissioner, in 1869, estimated the values created by the leading industries of the country at $4,228,000,000. The agricultural industry he estimated at $2,322,000,000.

In the supplement to the annual report of the Special Commissioner, prepared by Mr. Wells, in which the cost of labor and subsistence is given in the several States in almost every employment, the average weekly earnings of operatives in cotton mills in the United States in 1869 was $6 85, gold. This would make the earnings of each operative for the year, in currency, $307 61. In the Southern States, the average daily wages paid for farm and other labor was $1 22, without board, for experienced hands in Summer.

Mr. Wells estimates the average earnings of 4,705,000 common laborers, domestic servants, and of all distributors, at $240 per annum to each person. He also estimates the average earnings of all the agriculturists and persons engaged in the railway service and fisheries, and in cotton, woolen, and leather manufactures, and in the production of pig and bar iron, at $4 66 each per annum. This is a fraction over $1 50 a day for 300 days in the year.

Here to our goodly land labor is better paid, better fed, better clothed, better housed, and better provision made for education, than in any other land; but you will see that it is a great error to put the average earnings of the whole population at $300 a year, as this would give $4,000 to each family.

JAMES A. BRIGGS.

No. 71 COLUMBIA HEIGHTS, BROOKLYN, Saturday, May 3, 1873.

Books for Sing Sing Again.

To the Editor of the New-York Times:

Visiting the female prison at Sing Sing last week, I was much disappointed to find that the appeal of Mr. Kaye, the Chaplain, for the small sum of $100 to buy books for the prisoners has not yet received any response. Perhaps in these days of cheap libraries and publications of all kinds, few persons realize what it is to want a book, but if every one who reads your valuable paper will try to fancy what it would be to live for months or years without companionship and without books, and will spare the price of a single book for our prison fund, we shall soon secure the necessary sum. Sensible books aid the work of the Chaplain greatly, and we would ask all worthy citizens to assist in every way those who wish to make prisons humane reformatories, and not mere cages of wild beasts. Any money for this fund may be sent direct to Rev. Mr. Kaye, Sing Sing, or to

Miss A. SANDFORD,
No. 302 West Twenty-second-street, New-York.

ROMAN STUDIOS.

Among American Artists—Miss Hosmer's Sanctum—Story's Atelier—A Colored Sculptress.

From a Special Correspondent.

ROME, Saturday, April 26, 1873.

It would be difficult to find in all Rome a dirtier or viler street than the narrow alley which branches off from the Baboon's street to describe an erratic curve and then to return, apparently purposeless, to the parent street. It leads nowhere, and consists mainly of mud-puddles and foul gutters. The bewildered passenger who is directed to certain houses in the Via Margretta, thinks at first he must have misunderstood his informant or lost his way, for he sees to the right and the left nothing but stables and carriage-houses, adorned with lofty piles of manure and ill-smelling pools, through which he has daintily to pick his way. And yet amid these uninviting surroundings capricious Rome conceals some of her richest treasures, for here are the studios of some of the masters of plastic art, and here hosts of brilliant equipages and elegant ladies are daily crowded in the narrow alley, presenting to the lover of the picturesque most attractive contrasts and curious scenes.

MISS HOSMER'S SANCTUM.

Close to the place where the wretched by-street branches off from the fashionable part of the town, a huge fortress-like structure attracts your attention, and as you look for No. 8, you see by the side of an enormous iron-shod door the magic words—"Miss Hosmer." You ring a bell, and the gates swing ponderously back to admit visitors, who are always hospitably welcomed. An enormous vaulted passage, leading to the court-yard beyond, is littered with fragments of sculpture and débris of every kind, but as soon as you pass out at the other end, the presence of woman makes itself seen and felt. The square court is set out in shrubs and flowers, cunningly arranged so as to give it the appearance of far greater size than it really possesses; rich garlands of blooming creepers hang down from all sides, and the blue sky and the bright sunlight peeping in from above lend an additional glow to the cheerful, home-like place. A few steps on the left lead you through a large glass door into the studio itself, and you find yourself transported to a fairy scene. In the centre rises the model of the beautiful fountain, which the fair artist executed in marble for Earl Brownlow, of Ashridge, England, a structure full of originality and displaying an inexhaustible wealth of graceful ornaments and happy allegories. The walls of the room are decked with gay flowers, and the air is rendered vocal as well as fragrant, for in a large volière a number of bright-tinted birds warble and sing as if they could not help chanting the praise of their benevolent owner. In the four corners stand four of her master-pieces, among which you recognize at a glance, on your left, her inimitable "Puck," first made for the Prince of Wales, and then copied times and times again for wealthy lovers of art. There sits the little fellow, the very beau-ideal of merry childhood, full of glee and harmless humor, on his broad toadstool, while all around him creep and crawl his strange companions, the green frog heralding Spring, and the golden lizard basking in the bright sunlight. In the opposite corner another happy boy, true to nature and yet so entirely different from his fairy companion across the way, sits joyously astride on a dolphin, and looks at you full of frolicsome glee and delight at the strange horse on which he is riding. To the right and the left adjoining rooms hold the larger treasures of this glorious collection; here a sleeping and a waking faun, wierd in their antique beauty, and reminding you of the brother artist, who, by his magic pen first made us acquainted with the quaint race to which they belong—then grand, mournful Zenobia in matchless majesty and ineffable sorrow. Further still a deep green curtain hides the great artist's own studio, and happy the man who finds his way inside, when she is neither riding with the hounds after reynard in the Campagna nor deeply absorbed in the early conception of a new masterpiece. To us less fortunate mortals the curtain remains closed, and we dare not lift the vail, behind which we might catch a glimpse of the image of Sais.

ANOTHER SAMPLE.

A few minutes' walk through pools of stagnant water, and past unsavory mews, brings you to another studio, where, in striking contrast with Miss Hosmer's professional home, all breathes stern manhood and majestic strength. An imposing gateway opens upon a large courtyard, adorned with rich pomegranates and lofty magnolias; a door in the vast building, which rises in its whole length to an immense height, is opened, and you enter into a grim, dust-covered vestibule, where you find yourself at once surrounded by a group of gigantic forms. You recognise here also familiar faces; heroes, whose bronze images you have seen in a Southern capital surrounding Washington's equestrian statue, and now in Western towns on noble soldiers' monuments, or adorning the tomb of some great statesman. As the sculptor himself enters you cannot help being struck by the marked correspondence between the artist's personal appearance and the character of the great majority of his works. His costume, fashioned after the well-known garb of great Durer, aids in bringing out his almost colossal proportions; the loose, short coat, with the hanging sleeves, falls in heavy folds from his square shoulders over his broad chest, and the low velvet berrets on his magnificent head covers but a small part of the ample curls which float in long, silver-lined masses down upon his sturdy neck. Thus he, himself monumental, loves above all to create monumental works, and all his rooms are crowded with the gigantic images which he has called into life. Here is his colossal Lincoln, perhaps the best of all statues of the martyr-President, and there rise in stupendous magnificence the bronze doors of the Capitol. In the last room you see the model of his Farragut, representing the great Admiral as he leads, tied to the mast, with eagle eye and outstretched arm his brave sailors to certain glory, and almost equally certain death. There was a kindred spirit in the great master's eye, as he spoke of this, his last work, as a mere work of love. "For Vinnie Ream," he said, "will do more with the members of Congress by means of her blue eyes and womanly witchcraft than a poor artist can do with all the efforts of his genius." That there is no lack of tender feelings in his heart the artist has proved by his world-famous Nydia, whose blind groping step, and anxious brow are by his matchless skill, rendered free from all painfulness, leaving in the spectator's heart but a sense of her matchless beauty and her tender care for the beloved one whom she seeks to save from impending death. A few portrait busts, scattered here and there, give evidence that Pegasus in the yoke is bound to have his oats as well as other earthly beings, and, fortunately what he receives are not nutmeg but golden oats, enabling the great sculptor to live in great comfort, and to devote himself to his art, undisturbed by domestic cares and anxiety for the future.

STORY'S STUDIO.

Still more fortunate in this respect is the head of Roman sculptors, the *facile princeps* among his brethren, whose studio lies up in the magnificent street of San Niccolo, near to our Minister's house, and Costanzi's, the grandest hotel of the Eternal City. The huge establishment, on the door of which you read the familiar name of W. W. Story, bears at once evidence of the gold in his purse and the wealth of his mind. As soon as you enter you are greeted by an assembly of the noblest of great Americans: There sits Peabody, the benefactor of a generation and the personification of charity; by his side Story, the gentle scholar, full of wise lore and matchless learning; on the left towers Josiah Quincy, tall, stately, and stern, and around them the *dei minores* of the day in colossal proportions. Poor Everett alone, with his ungainly frock-coat and homely face, is for some reason or other, thrust into a dark corner. Then you pass into an enchanted world, where the artist's genius has embodied the forms of the grandest women the world has produced. There are Helen and Vesta, Medea and Electra, Judith and Delilah, Cleopatra and Sappho, the Libyan Sybil and Semiramis. Three features of this matchless assembly of masterpieces strike you at once. With the exception of portrait-statues and a Saul, they are all women. In the second place, they are, in like manner, all of them representatives of the East, with Oriental features and apparently Oriental proportions. Everywhere you see the mournful preponderating, from Jerusalem sorrowing on the ruins of the temple to the Sybil brooding over coming misfortunes. In many the grief is mingled with deep, fierce passion, finding eloquent utterance in the low-drawn mouth, the swelling nostrils, and the cast-down glance of the almond-shaped eyes. Finally, all these female statues are, unlike the antiques with which Rome has rendered us familiar, more or less draped: there is not one naked among them; and, as if to render the task more difficult and the triumph more brilliant, the great sculptor loves to draw the drapery close to the form, till it wrinkles up in a thousand small folds, and thus allows you to guess at, but not to see, the "human form divine." Whatever critics may think of these peculiarities, the charm these works produce on the spectator is irresistible, and gives better proof of the artist's unsurpassed genius than the most learned discussions and minute descriptions. Once a week the master does, for an hour or so, the honors of his studio, and those who are lucky enough to be admitted never fail to carry away with them a lasting remembrance of their renowned host. The black velvet coat, the broad red cap on the jet-black hair; the brilliant eyes, beaming with inspiration; the exquisite courtesy of manner, and the wealth of life and energy that appears in every word and in every gesture, are never to be forgotten. They are but the fit expression of a mind which seems to seek utterance only in one art; but, like some of the master minds of earlier ages, creates new beauties in literature as well as in sculpture, and thus proves the fullness and perfection of its genius.

A COLORED SCULPTRESS.

It is not without a feeling of wonder and curiosity that you turn from the grandeur of this museum of great works—for such it is in reality—to the modesty of a studio which lies not far from it, and yet in a very different locality. Leaving the broad, fashionable street, and passing by an abandoned church, you come to an humble-looking house, where a glass door permits you to see a couple of workmen busily chiseling away at blocks of white marble. You enter and see a few rude beginnings before you, which make you at once turn to the right, where a small room contains some busts and a number of statuettes. You easily recognise Horace Greeley on one side, Longfellow on the other, and make out without difficulty the costume of Hiawatha and his beloved, who stand multiplied in various sizes before you. Here are two children in one group asleep, in another awake; and there are four busts, representing the seasons. As you look and examine, you feel somewhat bewildered, for that there are traces of genius in these sculptures you cannot doubt for a moment, and yet the execution seems so imperfect, and the expression of the fancy busts is so peculiar, that you feel you are in the presence of art, but of art in its early beginnings. Your musings are interrupted by a little, low woman who enters suddenly from the side, and, without ceremony, informs you confidingly that to-day is pay-day, and pay-day is always an unpleasant time, when she is troubled by many cares. Then she begins rapidly to enumerate and explain her works, touching your heart deeply as she speaks of Horace Greeley and Charlotte Cushman, and the mention of the "goodness they have shown her," makes her bright eyes brim over. Next she explains to you that the small statues and heads are for people of slender purses, for "you know we must sell our work if we want to live," and you turn once more full of sympathy and regard to the strange being by your side. You have, of course, known that Edmonia Lewis is black, but you are hardly prepared to see so few traces of the Indian blood which you were told she has in her veins, and you look in vain for the signs of genius which spoke so eloquently from the countenances of the artists you have seen before. As you look more closely, you notice that her eye is bright and glowing with a subdued fire, but her hand is large and uncouth; then you understand at once why her works show much originality of conception, but possess little virtue of execution. You see, also, why she is particularly happy in catching likenesses, but not as successful in giving life and softness to her marble. As you bid her good-by, you cannot help wishing the poor child of a suffering race God-speed, and express the hope that she may find liberal encouragement, so as to enable her to cultivate her talent and do honor to her genius.

THE AUBURN SEMINARY.

Proposed Removal to Aurora—Col. Morgan's Endowment—Action of Auburn Citizens.

The difficulties with which the Board of Commissioners and Trustees of the Auburn Theological Seminary have had to contend in their endeavors to establish that institution on a permanent foundation are in a fair way to be removed, and, thanks to the munificent offer of Hon. Edwin B. Morgan, of Aurora, N. Y., sufficient capital will be provided to secure the Seminary against any such pecuniary embarrassments as have heretofore impeded and retarded the efforts of the Commissioners and Trustees to make the institution a theological school of the highest order. The report of the Committee on Endowment, recently published, shows a continuous and comparatively unsuccessful struggle to raise sufficient funds to meet the wants of the seminary. Endowments to increase the salaries of professors, a library fund, a new hall, with chapel and lecture rooms, a new gymnasium, a fund to keep in order buildings and grounds, and a fund to provide lectureships, are the principal necessities of the institution. To supply these wants a sum of $300,000 will be required. The Committee on Endowment, in their endeavors to procure the necessary funds, received from Hon. E. B. Morgan the promise to endow a new Professorship on Sacred Rhetoric, and from Mr. Henry Morgan a similar promise to build the chapel. Meantime every effort was made to secure funds from the different sections of the four synods, but the committee was met by the assurance that no funds could be raised, and was reluctantly compelled to report that it had neither the promise nor intimation of even one dollar within the bounds of these synods, unless the donation of Hon. A. H. Porter of $5,000 for the library fund. While the committee was thus at work, Hon. Edwin B. Morgan, without their knowledge, went to Auburn and submitted the proposition that, if $200,000 were raised he would give $100,000, and that he had no doubt that by his own efforts he could raise $100,000 additional, which would thus secure for the Seminary $400,000, in addition to its present capital of $316,000, making the whole amount of investment $716,000 as the minimum basis. The offer of Mr. Morgan was left open until 20th of November last. The Presbytery of Cayuga met in Auburn on that day, and it was the wish of Mr. Morgan that the completion of the endowment could be announced on the occasion. Having, however, received no favorable response to his proposition, Mr. Morgan placed in the hands of the chairman of the committee a written communication containing a renewed offer, "That, if Auburn would raise $200,000, it should be promptly met by $250,000 additional." To this the committee added the promise that they would use their influence to increase it to $300,000, but that this offer was to be valid only for thirty days from that date, and if not met, said Mr. Morgan, "It may be asked by you whether a proposition to remove the seminary, if sufficient encouragement could be had elsewhere, (provided it could not be found in Auburn) would be entertained. The institution must live, there or elsewhere, and the necessities are pressing and immediate." An earnest appeal was then made to the citizens of Auburn to co-operate in securing the proposed endowment, but since then no answer had been received in response. Mr. Morgan having waited three months and receiving no proposition in return, placed in the hands of the committee a communication, which has been printed and forwarded to all the members of the joint boards. Acting on this communication steps were taken to convene the boards in special session in order that further action should be taken. The proposal to remove the seminary to Aurora causes considerable stir among the officials and patrons of the institution, and much anxiety was manifested as to the result of the coming meeting. Accordingly on the 8th inst. the Commissioners and Trustees of the seminary met in Auburn, representatives of the following Presbyteries being present: Albany, Champlain, Troy, Cayuga, Chemung, Geneva, Lyons, Steuben, Binghamton, Otsego, St. Lawrence, Syracuse, Utica, Buffalo, Genesee, Genesee Valley, Niagara, and Rochester, and a large attendance of the Alumni and citizens was present. Mr. Page was called to the chair. Mr. Morgan, in response to a call, addressed the meeting, and disclaimed any idea or intention of removing the seminary from Auburn, and not until all efforts to raise funds had failed was the idea suggested. He then read the following statement of his offer:

To the Commissioners and Trustees of the Auburn Theological Seminary:

GENTLEMEN: I have long had a deep and increasing interest in the institution over which you preside. In this brief communication I do not propose to refer to the wants, nor to urge any views of my own, nor to advise what should be your action to maintain and firmly establish its foundations.

The Committee on Endowment, appointed by yourselves, will report what efforts have been made within the past year to secure the amount estimated as necessary for the present wants of the seminary, and what has been their measure of success.

The propositions that I now present for your consideration are few and simple. Of their value and practicability you alone must decide.

First—I propose that the Auburn Theological Seminary shall be removed to Aurora, as soon as the proper buildings can be erected for its accommodation and made ready for occupation.

Second—The real estate now held by the seminary shall be sold within a reasonable time, or as soon as it can be advantageously done, and the avails thereof shall be invested for its benefit, and its present assets and endowments shall continue to be used, as heretofore, for its sole use and benefit.

Third—All needed legislation shall be obtained for the removal of the seminary to Aurora.

With these conditions accepted I propose to deed to the seminary twenty acres of land in the village of Aurora, directly upon the bank of Cayuga Lake, admirably adapted for all the required buildings, including the residences of professors, and ample grounds for other purposes, and for the purpose of insuring permanancy in the location I shall retain a reversionary interest in the lands so to be donated until the year 1900, when that interest shall cease if the seminary shall then be located there.

I further propose to present to the seminary the sum of $300,000, and to become responsible for $100,000 in addition, hoping the latter sum may be realized from the many warm and attached friends of the institution and from the philanthropists of our country.

The avails of the real estate, with the amount I propose to secure, will increase your fund for the erection of buildings and all other required purposes more than $500,000, and united with your present funds of $200,000 is an amount deemed ample by those competent to judge for all of the pecuniary wants of the seminary for a reasonable period of time.

I propose to advance from time to time all that shall be required for the erection of buildings, preparing the grounds, &c., and the balance of the $400,000 shall be paid when the buildings and the grounds are occupied for the purposes intended.

I shall most respectfully demand your prompt action upon the propositions here presented. If accepted it is desirable there shall be the least possible delay in their execution. If declined, I shall be anxious to be so informed.

With the highest regard for you, personally and officially, and for the best interests of the seminary, I am very truly yours, EDWIN B. MORGAN.

AURORA, April 5, 1873.

The Chairman then invited gentlemen representing Auburn to make any proposition from that city. Mr. Mortimer L. Brown, in the absence of a committee appointed by the citizens, responded to the call of the Chairman and offered an explanation in behalf of Auburn. At the time the proposition was made in the First Church, it was not understood by citizens generally that it was addressed to them, although it was so distinctly stated. It was understood that the proposition was confidential, and was not to be mentioned, as it would be premature and prejudicial to an acceptance of it, if it should be discussed. He further stated that the matter did not come to the full appreciation of the people of Auburn, until the circular had been distributed. As soon as the truth became known, a committee of citizens waited upon Mr. Morgan, and offered to co-operate with him, but owing to certain considerations, Mr. Morgan declined. Mr. Brown then proceeded to plead the heavy calls which had been made on the citizens for the erection of edifices for the Presbyterian Church, and offered on behalf of certain citizens to contribute $40,000 to $50,000.

Drs. Boardman, Hauley, and McLaren, of Auburn, while acknowledging the munificence of Mr. Morgan, and thanking him for his generous proposition, expressed a decided wish that the seminary should be retained in its present location.

Rev. Mr. Hickok, of Auburn, expressed the deep regret he should feel should the seminary be removed. He thought, however, that the question should be settled on higher grounds than those of sympathies; it should be decided for the interest of the college at large. A letter was read from Wm. E. Dodge urging on the meeting to accept Mr. Morgan's offer, asserting that as Auburn had failed to accept the offer of $200,000 first made, she was now precluded from asking assistance elsewhere to retain the seminary in that city, and pointing out the desirability of letting the good of the institution sway their judgments rather than sympathies and associations.

Col. Morgan, after a few remarks of a personal nature, said that he had made such propositions as he believed would be acceptable and carried out, and would firmly establish the institution in Auburn. In reference to the question of location, Mr. Morgan spoke in regard to the health of the place and said it was notorious that Aurora is one of the healthiest places in the country. "Once more to repeat," said Mr. Morgan, "should this seminary continue at Auburn, $300,000 is the least amount that has been estimated would meet its wants. I will," said he, "make one proposition in addition to the one already made, with conditions. It is this, that if $300,000 can be raised in Auburn in sixty days from this time, I will give one quarter of it, and have it located in Auburn. I hope that will be evidence of my sincerity to have it remain. If the money be not raised, then it shall be decided by this board that the seminary shall be removed to Aurora on the conditions named." It was then suggested that the time be extended till the 1st January next, but Mr. Morgan stated that it was impossible. The grounds which had been secured for the seminary at Aurora were only held on contract, and that would expire too soon to make it expedient to wait so long for a decision of the question. Dr. Knox then introduced the following preamble and resolutions, which after some discussion were adopted:

Whereas, The Board of Commissioners of Auburn Theological Seminary, met in session with reference to the interests of the institution committed to their care, having heard and carefully considered the proposition of Hon. E. B. Morgan, for the completion of its endowments, and the alternative proposition of the people of Auburn, do hereby

Resolve, That while cordially appreciating the practical interest which a considerable portion of the citizens of Auburn have manifested in retaining the institution in its present location, we cannot resist the conviction that the munificent proposal of Mr. Morgan does not leave us at liberty to disregard the opportunity thus afforded of relieving the seminary of its life-long embarrassments, and of placing it on an ample and enduring foundation.

We do, therefore, accept the offer of Mr. Morgan, with the accompanying conditions, in case his last proposal is not accepted, to wit: That if $225,000 shall, within sixty days, be raised for retaining the institution in its present site, he will add to that amount the sum of $75,000.

Resolved, That the above action is of necessity dependent for its validity on the settlement of legal questions which may be involved in the acceptance of Hon. Mr. Morgan's proposal.

If the $250,000 are not contributed within the specified time, the board will then be called upon to decide on the acceptance of Mr. Morgan's other offer, and the removal of the seminary to Aurora.

THE TURF.

First Appearance of Tom Bowling at Lexington, Ky.

LEXINGTON, Ky., May 16.—The attendance to-day to witness the races was immense, and was caused by the announcement that Tom Bowling was to make his first appearance on the turf, and the result shows that he is all that his friends claim him to be.

The first race was a sweepstakes for three-year olds, mile heats; $300 each, $100 forfeit, $100 added. There were twelve entries, three of which started. The following is the result.

Tom Bowling	1	1
Cottrell's Sallie Watson	2	2
Boyd's ch. f	1	dis.

Time—1:43¾, 1:43½.

The second race, the Citizens' Stake for three-year olds, one and a half miles dash, $250 added. Eight horses were entered; four started. The following is the result:

Grinstead's Crackford, by Lightning	1
McGrath's Artist, by Asteroid	2
Keene's War Cry, by War Dance	3
Reynold's Buchu, by Planet	4

Time—2:40½.

Nashville Races.

NASHVILLE, Tenn., May 16.—The fourth day of the races here resulted as follows:

FIRST RACE—Two-mile dash; won by Euchre, beating Frank Hampton. Time—3:40.

SECOND RACE—Mile heats; best two in five.

Quartermaster	2	1	1	1
Mariposa	1	2	2	2
Norwood	3	3	dis.	

Time—1:47¾, 1:48, 1:51¼, 1:51.

The track was in good condition and the attendance large.

Enforcement of Early Closing of Liquor Saloons in Chicago.

CHICAGO, May 16.—The ordinance recently passed by the City Council, for the closing of saloons at 11 o'clock P. M., went into force last night, and was very generally observed. One prominent firm, however, who have several saloons, purposely violated the law, in order to make a test case in the court, when it is believed by its opponents that it will be declared unconstitutional.

The Chamber of Life Insurance.

A chamber which should really represent the cause of life insurance would naturally begin by calling a meeting of representatives of all the companies concerned and then organizing the institution so that every member could vote for the officers. But if a mere clique or faction wished to form a chamber which should only nominally represent the cause, but should really be their own creature and tool, they would themselves establish themselves in office and then invite the companies to join them. Now, in this case, it appears that the articles of association which the companies are invited to sign, actually provide that certain persons named shall hold all the offices and have absolute control of the chamber for a year to come; and if the whole mass of life companies in the country should join they still could not have any influence whatever in the chamber for a year. The whole power would still remain with the original eight self-appointed executive officers and committee.

Nor is this power trifling, since these officers are authorised to levy upon the companies any amounts of money they may desire without limit, and to expend them; the companies, by joining this association, are pledged to contribute when assessed; and no check whatever is placed upon the expenditures or even upon the objects for which they are to be made.

It is doubtful, indeed, whether the power thus to pledge the several companies to these payments resides in the executive officers who sign for them. Has the President or Vice-President of any trust company the right thus to bind the company to submit to levies of money from an external irresponsible voluntary body, which renders to no one an account of its transactions?

But apart from all these difficulties, there is something in the constitution of the chamber which indicates a purpose wholly different from that which a first reading of its articles suggests—a purpose not of harmony but of discussion; not of promoting the welfare of life insurance at large, but of carrying on a stale controversy with renewed bitterness.

For example, the permanent counsel to the chamber, selected and employed, it seems, before any but the smallest fraction of the life companies are asked to join, are gentlemen who are utterly unknown in connection with life insurance business, except as managers on one side in the great contest of December last on the "reduction of rates." Every one of the eleven companies whose officers have signed the articles was active and eager on the same side of that contest. And the articles themselves expressly declare that one of the principal objects of the chamber is "to diminish the expenses of life insurance in such manner as may be accomplished by means of co-operation as compared with independent action." Translated into common language, this means that the chamber is to prevent any company from offering insurance at cheaper rates than the co-operating companies can afford it.

Thus it appears that the new combination is but a party in a feud or schism among the companies themselves! and it is not clearly entitled to the sympathy or encouragement of the public until it shall have proved that its side of the question is the right one; that its organization is legal and proper beyond question; and that its methods of carrying on the controversy are just and honorable. As it includes little more than one-fifth of the American life insurance business represented in this City, it cannot ask to be accepted as the exponent of life insurance in this country.—*Evening Post.*

Official Favors Declined.

From the New-York Era, May 13.

The following, from the publisher of the *Evening Mail*, speaks for itself, having been written in reply to an official notification that it had been appointed by Messrs. Havemeyer and Green, a Corporation paper:

OFFICE OF THE EVENING MAIL, NEW-YORK, March 4, 1873.

Hon. Andrew H. Green, Controller of the City of New-York:

DEAR SIR: I return you herewith an advertisement of Common Council proceedings, received to-day, with an order to insert in the *Evening Mail*. In doing so, I am pleased to say that the *Mail* has no desire to deprive some needy competitor of so lucrative a business as the City advertising must be, under your administration.

I am prompted to decline the City business, as our space is well filled with business houses, which pay their bills promptly, and at better rates than the City can afford.

Yours respectfully, ROBERT JOHNSTON.

Truly, it is not every journal that would decline official recognition of this kind.

MUSICAL.—The undersigned take special pleasure in announcing to their patrons, and the public in general, that they have this day opened their new and magnificent warerooms, No. 112 Fifth-avenue, above Sixteenth-street, New-York, with a full assortment of their celebrated grand, square, and upright piano-fortes. The demand for the Knabe piano has increased to such an extent in New-York and the Eastern States, as to render the establishing of a regular branch house in New-York imperatively necessary, as a matter of convenience to our patrons, and to insure the filling of all orders with dispatch. All orders intrusted to our New-York house, from private purchasers as well as dealers, will receive the same prompt attention as at our factory in Baltimore. A call is respectfully solicited. WM. KNABE & CO., Baltimore and New-York. —*World.*

WHILE PASTOR OF THE CANTON CHURCH, New-Jersey, some years ago, I temporarily lost my voice, and was, in consequence, unable to preach for nearly a year. Last Spring I began to have all the symptoms of losing it again. I labored with great difficulty, fearing each time I preached would be the last. In July I commenced using Dr. Jayne's Expectorant, at the same time rubbing my throat and chest freely with the Liniment. I gargled my throat daily, according to the directions given in Dr. Jayne's Almanac, at the same time taking the Expectorant regularly. Feeling very much better I discontinued the use of the Gargle and the Liniment, but still kept on with the Expectorant. This Winter I have been more exposed, and preach oftener than for many years past, and yet my voice seems to be growing stronger, and were it not for the requirements of my calling I firmly believe a permanent cure would be effected by the Expectorant. At all events, the good it has done, and is doing me, makes me anxious to recommend it to all who are suffering from Throat or Lung Complaints.—*Rev. W. Pike, Lakeville, Washington County, N. Y.—Exchange.*

Portland and Ogdensburg Railroad.

The first mortgage gold sinking-fund bonds of the Vermont Division of the Portland and Ogdensburg Railroad Trunk Line are offered by Fairbanks & Co., at a price yielding now over 8¼ per cent. and upon their advance to par, to holders to maturity, ten per cent. A most secure and profitable investment.—*Boston Journal.*

Dick's Encyclopedia of 6,422 practical receipts and processes. Price $5. Dick & Fitzgerald, Publishers, No. 18 Ann-street, New-York.—*Advertisement.*

Refractory Hair

BURNETTS' COCOAINE SUBDUES.—*Advertisement.*

NEW-YORK TIMES FOR EUROPE.

The EUROPEAN EDITION of the NEW-YORK TIMES is published THIS MORNING, and may be had at the counter of the publication office, in wrappers, ready for mailing. Price FIVE CENTS.

It will contain a full digest of Political, General and Local News up to the latest moment; a review of the Money and Produce Markets; all the Telegraphic News contained in the DAILY TIMES of this date; and such selections from the editorials and correspondence of the TIMES as may have interest for Americans residing abroad, and for European subscribers.

The EUROPEAN EDITION of the TIMES will be found on file in the offices of all the leading bankers in Europe.

B. F. STEVENS, No. 7 Henrietta-street, Covent Garden, London, is agent for THE TIMES in Great Britain. He will receive subscriptions and advertisements, and supply copies of the papers to Americans temporarily in London.

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UNION ADAMS & CO., No. 637 Broadway.

Hair Dye! Hair Dye! Hair Dye!—Batchelor's celebrated Hair Dye is the best in the world. The only true, safe, and perfect hair dye. No disappointment, no ridiculous tints. Harmless, reliable, instantaneous. Sold everywhere by druggists.

New-York Stencil Works, No. 87 Nassau-st., New-York.

Purgation and Prostration.

Let us rejoice that the absurd and paradoxical idea that sick people could be restored to health and strength by violent cathartic treatment, has been pretty generally exploded. If there are still to be found any medical dogmatists who believe such practice, the sooner their sands of life are run out the better it will be for their patients. A more rational mode of dealing with human ailments was inaugurated some twenty years ago when Hostetter's Stomach Bitters were introduced, and that powerful vegetable invigorant began its triumphant progress to universal popularity. The world now understand the importance of strengthening, refreshing, and regulating as well as purging the disordered system, and is aware that all these processes go on together under the fourfold operation of the Standard Restorative of the age. Prepare the system for the debilitating heat of Summer with this vitalising specific.

Auction Sale.

BARGAINS IN FINE GOLD JEWELRY, WATCHES, SOLID SILVER-WARE, OPERA-GLASSES, &c.

GEO. C. ALLEN, NO. 841 BROADWAY,
In consequence of making a change in his business, will sell off his entire stock at auction, commencing MONDAY, May 19, at 10½ o'clock:
Gold Stem-winding Watches for ladies and gentlemen.
Diamond and Enameled Watches.
Independent Fifth-second Watches.
American Watches, Gold and Silver.
Every watch warranted.
Ear-rings and Pins.
Cameo, Etruscan, Pearl, Garnet, Coral, Onyx, Jet, &c., Shawl Pins.
Chain and Band Bracelets, Studs, Sleeve Buttons, Scarf Pins, Gold Thimbles.
Diamond Rings, Seal Rings.
Cameo, Pearl, Garnet, Emerald, Chased, and Plain Rings.
Watch Chains, Lockets, Necklaces, Pens and Pencils, &c.
Solid Silver-ware,
Spoons, Forks, Napkin Rings, Pie Knives, Ladles, Sugar and Preserve Spoons, Goblets, &c.
JOHN H. FRENCH, Auctioneer.

Protect your life, the lives of your family, and your property, by applying HOLMES' BURGLAR ALARM TELEGRAPH, which gives instant notice if a window or door is opened at night.
E. HOLMES, No. 7 Murray-st.

For Moth Patches, Freckles, and Tan use PERRY'S MOTH AND FRECKLE LOTION. Sold by druggists everywhere. Depot No. 49 Bond-st., New-York.

Lyon's Insect Powder is Used by All ocean steamers, hotels, and restaurants, for clearing them of bugs, fleas, worms, and ants.

For Elegant and Stylish Hats, Go direct to the manufacturer, ESPENSCHEID, No. 118 Nassau-st.

MARRIED.

BOIS DE MOUZILLY—PARKS.—On Thursday evening, May 15, by Right Rev. Bishop Laughlin, Count DANIEL BOIS DE MOUZILLY, of Paris, France, to KATE L. PARKS, of Brooklyn.

DOWDEN—ANDERSON.—On Wednesday, May 14, 1873, at the residence of the bride's parents, New-York City, by Rev. James D. Wilson, assisted by Rev. Dr. McIlvaine, Mr. GEORGE A. DOWDEN, of Newark, N. J., to Miss MARTHA ANDERSON.

FRANKLIN—BREWER.—On Wednesday, May 14, 1873, at St. Ann's, Brooklyn, by the Rector, Rev. Noah H. Schenck, WALTER D. FRANKLIN to ADA, youngest daughter of Merwin R. Brewer.

JOHNSON—WHEELER.—In San Francisco, May 7, at the residence of John C. Winans, by Rev. George C. Lane, Miss BELLE WHEELER to MELVILLE JOHNSON, Esq., eldest son of Rev. R. Johnson, formerly of Virginia.

KNOWLTON—JOHNES.—At the United States Legation in Paris, on Wednesday, 30th April, 1873, by Rev. E. W. Hitchcock, Mr. D. HENRY KNOWLTON, of New-York City, to Miss MINNIE B. JOHNES, of Newburg, N. Y.

TAYLOR—BIXBY.—At the residence of the bride's father, Brooklyn, E. D., on Thursday, 15th inst., by Rev. Dr. Buchanan, BENJAMIN F. TAYLOR to ALEPH G. BIXBY, daughter of Jonas H. Bixby.

TRESKATIS—BRECK.—At Bound Brook, N. J., on Thursday, May 15, by Rev. Dr. Rogers, Dr. G. TRESKATIS, of this city, to ELIZABETH GRACE, youngest daughter of A. Y. Breck, Esq.

☞ Albany papers please copy.

WEEKS—POND.—On Thursday, May 15, at the Church of the Ascension, by Rev. John Cotton Smith, D. D., EDWARD FRANCIS WEEKS to KATE, daughter of Loyal S. Pond, Esq.

DIED.

ANDERSON.—On Thursday, May 15, ANNIE M., wife of Dr. H. A. C. Anderson, and daughter of Samuel M. Simpson, Esq.

Relatives and friends of the family are invited to attend the funeral services Sunday, May 18, at 4 P. M., at the residence of her father, No. 183 East 95th-st. The remains will be taken to Woodlawn Cemetery on Monday, at 10 A. M.

BELKNAP.—On Thursday morning, May 15, MARY, wife of Chauncey Belknap, Jr., and eldest daughter of Edward A. Reid, in the 23d year of her age.

Relatives and friends are respectfully invited to attend the funeral services at her late residence, No. 14 East 129th-st., on Sunday at 4 o'clock.

CAMERON.—In Princeton, N. J., on Friday morning, CONSTANCE HENRIETTA, daughter of Prof. and Mrs. H. C. Cameron, in the 14th year of her age.

Funeral on Monday, May 19, at 3 P. M. Friends are respectfully invited to attend.

DENIZOT.—On Thursday, May 15, in this City, AGNES DENIZOT, aged 19 years and 14 days.

The relatives and friends of the family are invited to attend her funeral, at Faith Chapel, 46th-st., west of 9th-av., on Sunday, May 18, at 2 P. M.

DUYCKINCK.—On Friday morning, May 16, at the residence of his parents in this City, GEORGE DUYCKINCK, son of Evert A. and Margaret W. Duyckinck, in his 27th year.

The relatives and friends of the family are respectfully invited to attend the funeral services at St. Mark's Church, corner of 10th-st. and 2d-av., on Monday, 19th inst., at 12 o'clock.

FACHIRI.—On 15th inst., in Liverpool, MARIE, the beloved wife of Pandeli A. Fachiri, of New-York.

GRABAU.—At Harlem, on Thursday, May 15, 1873, SARAH E. GRABAU, daughter of the late Tijer Grabau.

Relatives and friends of the family are respectfully invited to attend the funeral from the Stanton-street Baptist Church, between Forsyth and Chrystie sts., on Sunday, May 18, at 1 o'clock.

KING.—On Thursday afternoon, May 15, at his late residence, No. 373 Bowery, JOSIAH KING, in the 62d year of his age.

Notice of funeral hereafter.

☞ Newark, N. J., and Chicago, Ill., papers please copy.

SMITH.—ALLEN M. SMITH, infant daughter of Mary H. and the late Allen Smith, aged 2 months and 7 days.

Funeral service to be held at the residence of her grandfather, Gustavus Reid, No. 330 West 19th-st., on Saturday, 17th inst., at 2 P. M.

SUTTON.—On Wednesday, May 14, of scarlet fever, SILAS, only son of John J. and Alice H. Sutton, aged 1 year 6 months and 20 days.

The remains were entered at Union Cemetery, Rye, on Thursday.

TALMADGE.—At Westfield, Mass., May 6, 1873, Mrs. CLARISSA TERRY TALMADGE, widow of the late Elisha G. Talmadge, in the 80th year of her age.

TAILER.—In this City, Friday morning, May 16, EDWARD N. TAILER, in the 76th year of his age.

Relatives and friends of the family are invited to attend the funeral, at the Church of the Ascension, 5th-av., corner of 10th-st., on Monday morning, May 19, at 10 o'clock, without further invitation.

CORRECTION.

LEGGETT.—Suddenly at his residence, Tuckahoe, Westchester County, N. Y., SAMUEL LEGGETT, in the 45th year of his age.

The funeral will take place from his late residence on Sunday, May 18, at 12 M. The friends and relatives of the family, also the members of Acacia Lodge No. 327; Holland, No. 8, R. and A. M.; Jerusalem Chapter, No. 8, R. A. M.; Yonkers Commandery, No. 44, K. T.; First Company, Seventh Regiment, N. G., S. N. Y.; Veteran Guard, Seventh Regiment, and Board of Port Wardens are respectfully invited to attend without further notice. Train leaves Grand Central depot at 9 A. M. Carriages will be in attendance on arrival of train at Tuckahoe.

The brethren of Marble Lodge, No. 702, F. and A. M., are hereby summoned to attend a special meeting to be held at their lodge-room, Tuckahoe, N. Y., on Sunday, the 18th inst., at 10½ A. M., for the purpose of attending the funeral of our late Master, SAMUEL LEGGETT.

Brethren of sister lodges are cordially invited to attend.
J. P. SWAIN, JR., S. W.
T. O'REILLY, Secretary.

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REAL ESTATE TRANSACTIONS.

At the Exchange yesterday, Friday, May 16, A. J. Bleecker, Son & Co. sold at public auction a lease of six lots of land, with buildings, located on West Twenty-third-street, south side, 425 feet west of Tenth-avenue, for $20,250, to J. & M. Lyall. The buildings are small two-story brick structures, occupied as offices, stables, and for factory uses. The lease is one from the Clement C. Moore estate, for seven years from the 1st inst., with two renewals of twenty-one years each; present ground rent, $150 per lot per annum. The property sold cheap. No other sales were made, the legal auctions announced being disposed of as follows: Sale by James M. Miller of a house and lot on Avenue B, south-east corner of Twelfth-street, adjourned to the 21st inst.; sale by same auctioneer of a house and lot, No. 27 Norfolk-street, adjourned to the 26th inst.; sale by same auctioneer of a house and lot on West Twenty-eighth-street, 375 feet east of Ninth-avenue, case finally settled; sale by Wm. Kennelly of lots on Eighty-ninth and Ninetieth streets, west of Ninth-avenue, adjourned to June 13, and Sheriff's sale by same last-named auctioneer of five unfinished houses, with lease of lots, on Second-avenue and Twelfth-street, case settled.

PRIVATE SALES.

The following recent private sales are reported:

By V. K. Stevenson, Jr., No 11 Pine-street, one lot, Grand Boulevard, east side, 772 feet north of Eighty-first-street, 25 by 94, sold for $15,500.

By Friedman & Lespinasse, No. 12 Pine-street, two full lots, Grand Boulevard, 50 feet north of One Hundred and Fifty-first-street, sold together for $16,000.

By Wm. H. Raynor, No. 5½ Pine-street, two lots, Fourth-avenue, south-west corner of One Hundred and Thirty-fifth-street, each 25 by 90, sold together for $6,000.

TO-DAY'S BUSINESS.

For to-day the only auction proposed is as follows: By Jere. Johnson, Jr., at Far Rockaway, Long Island, on the premises, at 2 o'clock, public auction sale of the hotel property known as the Neptune House, located on the beach, a large frame building containing thirty-eight rooms, together with other out-buildings, and ground in extent one and a half acres.

NEXT WEEK'S SALES.

The auctions projected for next week are of unusual interest, both at the Exchange and elsewhere, for at the first-named place, on Tuesday, the important sale of 126 lots belonging to the Bradhurst estate will be conducted by Muller, Wilkins & Co., and on Thursday a trustees' sale of 100 valuable east side lots will be made by A. J. Bleecker, Son & Co. The suburban sales proposed are numerous, beginning on Monday at Astoria, Long Island, at which 150 lots will be offered by Jere Johnson, Jr., and the same day at Pamrapo, Bayonne City, N. J., at which 125 choice lots will be put upon the market by A. D. Mellick, Jr., & Brother. A number of other sales will also be held during the week, full details concerning which will be given in Monday's list.

SUBURBAN AUCTIONS.

The two suburban auctions held on Thursday were both attended with remarkable success, the anticipations of the owners of the property being more than realized. At Long Island City Jere. Johnson, Jr., sold sixty-nine lots for $19,370, the sale being made by order of the executors of the estate of Solomon L. Payntar, deceased, and at Belmont, N. J., opposite Bellville, O. H. Pierson & Co., at public auction, disposed of seventy-four plots for $15,730. Detailed reports of these transactions are appended.

THE BUILDING RECORD.

For the week ending with Friday, May 16, plans for new buildings have been filed, and unsafe buildings reported at the department, No. 2 Fourth-avenue, James M. Macgregor, Superintendent, as follows:

New Buildings.

South Fifth-avenue, west side, 100 feet north of Broome-street, one iron first-class warehouse, six stories, 50 by 63; James Slade and S. Babcock, owners.

Thames-street, north side, and south side of Thomas-street, — feet west of Broadway, five iron and brick warehouses, each five stories, 19 by 174.8; Manhattan Real Estate Association, owners.

Pearl-street, (rear,) Nos. 334 and 336, two brick tenements, four stories, 25 by 33; D. H. King, owner.

East One Hundred and Twelfth-street, north side, 275 feet east of Fourth-avenue, two brown-stone French apartment dwellings, each four stories, 20 by 50; Nicholas Haas, owner.

East Houston-street, west side, 50 feet west of Lewis-street, one brick store and stable, three stories, 32 by 50; W. H. Girdes, owner.

Broadway, Nos. 1,307 and 1,309, one brick and iron store and offices, three stories, 40 by 83; Alvah Hall, owner.

East Thirty-sixth-street, Nos. 323 and 325, two brown-stone tenements, four stories, 25 by 56; Thos. Gearty, owner.

East Sixty-first-street, north side, 225 feet east of Fifth-avenue, one brown-stone first-class dwelling, four stories, 25 by 65; Joseph Rosenthal, owner.

East One Hundred and Nineteenth-street, west side, 206 feet east of Third-avenue, one brick church, one story, 34 by 64; St. John's Lutheran Church, owner.

Seventh-avenue, No. 395, one brick store and tenement, five stories, 25 by 50; Joseph Mier, owner.

East One Hundred and Twenty-fourth-street, west side, 100 feet west of Third-avenue, three brown-stone first-class dwellings, each four stories, 19.4 by 52; C. Brandt, owner.

Front-street, north side, 34 feet west of Roosevelt-street, two brick stores and tenements, five stories, 25 by 60; D. Buddensick, owner.

Water-street, south side, 50 feet west of Roosevelt-street, two brick stores and tenements, five stories, 25 by 60; D. Buddensick, owner.

East Thirty-ninth-street, south side, 125 feet east of Second-avenue, three brick stores and tenements, five stories, 25 by 60; D. Buddensick, owner.

East Twelfth-street, Nos. 202, 204, 206, and 208, four brick tenements, each five stories, 21 by 46; James Mulry, owner.

Cherry-street, Nos. 69 and 71, one brick work-shop, two stories, 33 by 61; Chas. Kelly, owner.

East One Hundred and Twelfth-street, Nos. 208 to 210, two brown-stone second-class dwellings, each three stories, 20 by 42; A. E. Fountain, owner.

East Eighty-second-street, south side, 50 feet west of Second-avenue, two brick stables and dwellings, each three stories, 20 by 22; Christian Briel, owner.

Eighth-avenue, Nos. 651 and 653, one iron and brick work-shop and store, three stories, 32.10 by 100; H. Vogel & Bro., owners.

West Fourth-street, No. 347, one brick tenement, four stories, 25 by 52; Mrs. Fous, owner.

West Forty-fifth-street, rear, 225 feet east of Tenth-avenue, one brick tenement, four stories, 25 by 27; Jas. Brogen, owner.

West Thirty-ninth-street, Nos. 334 and 336, one brick packing-house, four stories, 50 by 98; J. Fink & Son, owners.

East Ninety-second-street, south side, 200 feet east of Third-avenue, one brick brewery, six stories, 75 by 50; J. Ruppert, owner.

Eighth-avenue, No. 184, one brick store and tenement, five stories, 29.8 by 50; C. P. Wheeler, owner.

Sixth-avenue, north-west corner of Thirty-second-street, one brick store and French apartment building, four stories, 17.4 by 68; Anna M. Jackson, owner.

Tenth-avenue, south-east corner of Fifty-third-street, six brick stores and tenements, each five stories, 25 by 60; Jas. A. Frame, owner.

East Sixteenth-street, Nos. 405, 407, and 409, three brick tenements and stores, each five stories, 25 by 60; Michael N. Salmon, owner.

Wall-street, No. 441, iron and brick banking house, two stories, 25 by 71; Bank of North America, owner.

Broadway, No. 1,521, brick store and dwelling, three stories, 26 by 25; Wm. Knight, owner.

West Seventeenth-street, No. 332, one brick store and tenement, five stories, 25 by 64; J. H. Muegge, owner.

East Seventeenth-street, north side, 150 feet west of Avenue A, two brick stables, two stories, 25 by 92; Chas. Keckman, owner.

West Forty-ninth-street, north side, 175 feet west of Eleventh-avenue, one brick third-class dwelling, one story, 20 by 22; J. Munce, owner.

Broadway, west side, 25 feet north of Forty-first-street, one brick store and tenement, three stories, 20 by 57; Mrs. Watson, owner.

Elizabeth-street, No. 121, one brick store and tenement, four stories, 40 by 25; P. Lavalle, owner.

Essex-street, south-east corner of Stanton-street, one brick store and tenement, five stories, 25.6 by 45; Fred Roselwagon, owner.

East Seventeenth-street, Nos. 404, 406, 408, 410, 412, and 414, six brick stores and tenements, each five stories, 25 by 80; M. N. & E. Salmon, owners.

West Forty-sixth-street, north side, 125 feet west of Sixth-avenue, one brown-stone tenement and dwelling, five stories, 25 by 55; Robert Hayes, owner.

East Forty-seventh-street, Nos. 318 and 320, two brick tenement dwellings, each five stories, 25 by 50; Campbell & Dorian, owners.

Unsafe Buildings.

No. 134 Greene-street, unsafe generally; M. & S. Sternberger, owners.

No. 28 Harrison-street, unsafe generally; S. V. Hoffman, owner.

No. 146 Baxter-street, unsafe chimneys; Geo. Solomon, owner.

No. 113 Chrystie-street, unsafe front and rear walls; S. Marks, agent.

No. 115 East Broadway, unsafe chimneys; J. P. Joralemon, owner.

No. 479 Grand-street, unsafe chimneys; Ralph Marsh, owner.

Exchange Sale, Friday, May 16.

NEW-YORK.

By A. J. Bleecker, Son & Co.

6 2-story brick buildings and lease of plat, West 23d-st., s. s., 425 ft. w. of 10th-av., plat 150x98.9. Lease for 7 years from May 1, with 2 renewals, ground rent $900 per annum....$20,250

Suburban Sales, Thursday, May 15.

LONG ISLAND CITY.

By Jere. Johnson, Jr.

1 lot corner Skillman-av. and Rawson-st. 25x90; J. H. Cording	$430
2 lots on Rawson-st., 90 ft. from Skillman-av.; R. Bartley	670
2 lots on Rawson-st., adjoining; Mrs. O'Neil	680
2 lots on Rawson-st., adjoining; Jas. Jones	640
2 lots on Rawson-st., adjoining; Jno. Taylor	610
2 lots on Rawson-st., adjoining; T. Sullivan	580
2 lots on Skillman-av., 25 ft. from Rawson-st.; Joseph Hillur	660
2 lots on Skillman-av., adjoining; A. Delaney	620
2 lots on Skillman-av., adjoining; Thomas E. Sheridan	640
1 lot corner Skillman-av. and Moore-st.; Thos. Katter	475
2 lots on Moore-st., 90 ft. from Skillman-av.; N. Collegan	600
1 lot on Moore-st., adjoining; P. Lynch	300
1 lot on Moore-st., adjoining; M. Parts	305
1 lot on Moore-st., adjoining; Mrs. Hynes	305
1 lot on Moore-st., adjoining; Mrs. Kelly	295
1 lot on Moore-st., adjoining; P. Markin	280
1 lot on Moore-st., adjoining; Jno. Zoebel	270
2 lots on Moore-st., adjoining; Jno. Koehn	420
1 lot on Moore-st., adjoining; M. Perts	505
1 lot on Skillman-av., 90 ft. from Moore-st.; W. Boney	515
1 lot on Skillman-av., adjoining; D. Sullivan	265
2 lots on Skillman-av., adjoining; H. Boyer	570
2 lots on Skillman-av., adjoining; F. Loughlin	540
1 lot on Moore-st., near Skillman-av.; Mrs. Payntar	370
9 lots on Moore-st., adjoining; M. Moran	2,975
3 lots, corner Skillman-av. and Laurel Hill-av.; J. Daniels	590
4 lots on Laurel Hill-av., adjoining; Jno. Payntar	460
3 lots on Laurel Hill-av., adjoining; W. Taylor	345
3 lots on Laurel Hill-av., adjoining; R. Manley	380
1 lot, corner Laurel Hill-av. and Skillman-av.; Jas. Stephenson	
10 gore lots on Laurel Hill-av., adjoining; J. K. Payntar	345
1 plot on Old Road, 37.9x277x263; J. K. Payntar	750
1 plot on Old Road, 51x276x256; J. K. Payntar	780
1 plot on Rapelye-av., near Foster-av.; M. Gower	800
	600

BELMONT, N. J.

By O. H. Pierson & Co.

4 plots, Nos. 11, 12, 13, and 14, each 25x150, Sunset-av.; R. S. Treacy	$920
2 plots, Nos. 9 and 10, each 25x100; Patrick Gibney	470
1 plot, No. 8, 25x100; G. W. Law	250
3 plots, Nos. 7, 6, and 5, each 25x100; J. R. Gilmore	735
1 plot, No. 15 Riverview-av.; J. W. Smythe	270
5 plots, Nos. 16, 17, 18, 19, and 20 Riverview-av., each 25x150; W. Greacen	1,289
2 plots, Nos. 28 and 26 Riverview-av., each 25x150; J. J. Barrett	520
4 plots, Nos. 24, 23, 22, and 21 Riverview-av., each 25x150; R. S. Treacy	930
2 plots, Nos. 117 and 118 Riverview-av., each 25x150; Wm. Reilly	440
2 plots, Nos. 119 and 120 Riverview-av., each 25x150; Wm. Reilly	400
4 plots, Nos. 121, 122, 163, and 164 Riverview-av., each 25x100; G. W. Shures	700
2 plots, Nos. 168 and 167 Riverview-av., each 25x150; D. Kirk	365
1 plot, No. 166 Riverview-av., 25x150; T. Donnelly	170
1 plot, No. 165 Riverview-av., 25x150; R. S. Tracey	162
4 plots, Nos. 157, 158, 159, and 160 Riverview-av., each 25x150; M. Powers	920
2 plots, Nos. 161 and 162 Riverview-av., each 25x150; W. P. Parker	310
2 plots, Nos. 128 and 127 Riverview-av., each 25x150; J. T. Blewett	450
2 plots, Nos. 126 and 125 Riverview-av., each 25x150; W. H. Knause	320
1 plot, No. 116 Sunset-av., 25x150; P. McMann	140
3 plots, Nos. 115, 114, and 113 Sunset-av., each 25x150; J. R. Gilmore	390
4 plots, Nos. 47, 48, 49, and 50 Prospect-av., each 25x150; F. H. Thompson	600
2 plots, Nos. 51 and 52 Prospect-av., each 25x150; F. H. Thompson	260
2 plots, Nos. 96 and 95 Prospect-av., each 25x150; J. McIntyre	430
4 plots, Nos. 94, 93, 92, and 91 Prospect-av., each 25x150; F. H. Thompson	520
3 plots, Nos. 194, 193, and 192 Prospect-av., each 25x150; A. W. Barney	382
3 plots, Nos. 189, 190, and 191 Prospect-av., each 25x150; F. H. Thompson	390
2 plots, Nos. 129 and 130 Sunset-av., each 25x150; J. T. Blewett	280
1 plot, No. 156 Belmount-av., 25x150; W. P. Parker	180
1 plot, No. 155 Belmount-av., 25x150; B. Fraser	180
2 plots, Nos. 1 and 2 River Road, each 25x150; J. W. Smyth	1,255
2 plots, Nos. 3 and 4 Sunset-av., each 25x150; J. B. Price	330

Recorded Real Estate Transfers.

NEW-YORK.

Thursday, May 15.

Boulevard, s. w. corner of 152d-st., 99.11x150; Boulevard, n. w. corner of 151st-st., 99.11x150	113,250
Division-st., s. s., 104.8 ft. w. of Jefferson-st., 13x48.9; Division-st., No. 171, s. s., 117.8 ft. w. of Jefferson-st., 13x48.10	10,100
Franklin-st., s. s., Nos. 133, 135, and 137, 61.1x84.2x21.1	65,000
Harrison-st., n. s., about 74 ft. w. of Washington-st., 21x75; Watts-st., s. s., 207.8 ft. e. of Varick-st., 21.2x60x21	18,900
Harrison-st., No. 48, n. s., between Washington and West sts., 21x75; Watts-st., No. 11, s. s., 207.8 ft. e. of Varick-st., 21.2x60x21	18,900
Henry-st., n. s., 150.10 ft. w. of Rutgers-st., 25.9x100	15,500
Houston-st., e. corner of Norfolk-st., 25x100	59,000
27,746 ft. n. of s. s. of 155th-st., x245.9 ft. e. of 10th-av., if extended n.; thence n. 342.8 ft. to land of J. H. Goodwin, e. s.; thence along said land n., 3.7 ft. n. e. corner of John P. Dodge's land; thence s. 50 ft.; thence n., partly along Dodge's, 132 ft. to centre line of King's Bridge Road; thence northerly x50 ft.; thence still along centre of road, 129 ft. to line between property under description and Goodwin's land, 418.7 ft.; still along Goodwin's 427 ft.; thence still along said land 344.2 ft. to Salt Meadow, bordering on Spuyten Duyvel Creek, x thence north-easterly along said Goodwin's 197.6 ft.; thence w. still along Goodwin's 4 ft., to high water line on Spuyten Duyvel Creek; thence south-westerly to Van Cortlandt meadow; thence n. e. along Van Cortlandt meadow 280 ft.; still along said meadow 289.7 ft. to n. e. cor. of land of Hudson and Harlem River Canal Company; thence e. 999 ft. to beginning, being 22 810-1,000 acres	226,610
Rivington-st., s. s., 25 e. of Clinton-st., 25x65	11,000
Worth-st., s. s., 50 w. of West Broadway, 50x8, ½ part	40,000
Same property, ½ part	40,000
11th-st., n. s., 187.2 e. of Washington-st., 21x95	14,000
13th-st., n. s., 378.3 e. of 2d-av., 22.1x103	16,000
14th-st., n. s., 216 e. of Av. A, 25x103.3	24,000
38th-st., n. s., 159.5 e. of 2d-av., 40.6x64	15,000
40th-st., s. s., 350 w. of 9th-av., 25x98.9	20,000
40th-st., s. s., 325 w. of 9th-av., 25x98.9	20,000
40th-st., n. s., 150 e. of 4th-av., original, 21x98.8	18,000
40th-st., s. s., 280 ft. w. of 5th-av., 25x98.9	19,000
43d-st., n. s., 59 ft. e. of 9th-av., 21x75.2	12,000
48th-st., s. s., 95 ft. w. of Madison-av., 25x100	85,000
75th-st., n. s., 125 ft. w. of 4th-av., widened, 25x102	14,000
82d-st., n. s., 175 ft. e. of 9th-av., 25x102.2	5,700
91st-st., s. s., 221.1 ft. w. of 4th-av., 46x100.8	15,000
117th-st., s. s., 273 ft. e. of Avenue A, 50x100	6,100
134th-st., s. s., 125 ft. w. of Boulevard, 25x99	3,500
134th-st., s. s., 100 ft. e. of 12th-av., 25x99.11	2,350
143d-st., n. s., 375 ft. w. of Boulevard, 100x99	7,575
151st-st., n. s., 175 ft. e. of 10th-av., 100x99; 152d-st., s. s., 175 ft. e. of 10th-av., 100x99	38,400
153d-st., n. s., 200 ft. e. of 10th-av., 100x99.11	10,500
Riverside-av., e. s., 925 ft. n. of 122d-st., 25x100	11,750
Riverside-av., e. s., 725 ft. n. of 122d-st., 200 ft. to Claremont-av., x thence n. 75 ft., x thence w. 200 ft. to Riverside-av., x thence s. 75 ft.; Riverside-av., e. s., 100 ft. s. of 122d-st., 75x100	87,400
Riverside-av., e. s., 250 ft. n. of 122d-st., 25x100	11,850
1st-av., s. w. corner of 84th-st., 27x75	20,000
2d-av., e. s., 102 ft. s. of 84th-st., 17.4x100	5,000
2d-av., w. s., 50 ft. n. of 56th-st., 25x75	22,000
3d-av., n. w. corner 71st-st., 22.2x100; also, gore adjoining above on n., being 22.2 ft. n. of 71st-st., x 75 ft. w. of 3d-av., thence n. x20 ft., w. 5 ft., x n. 20 ft. x thence w. 20 ft., by thence s. 40 ft.	51,500
6th-av., w. s., 87 ft. n. of 51st-st., 18.7x100	7,000

LEASES RECORDED.

Broadway, No. 49, h. Mercer-st., No. 52, first floor and basement, 5 years, per year	$12,000
Lewis-st., n. w. corner 3d-st., 2 years, per year, $1,000; 3 years, per year	1,100
23d-st., No. 258 West, 6 years, per year	3,000
Avenue A, No. 200, store and 6 rooms, 3 years, per year	1,140
10th-av., s. e. corner 54th-st., 25.5x70, 7 years, per year	1,400

CITY REAL ESTATE.

45 EAST 49TH-ST., NEAR 5TH-AV.

For sale, in 49th-st., just east of 5th-av., a beautiful four-story brown-stone house, 17x60 feet. Has been recently overhauled in the most thorough manner; the plumbing-work, mantels, &c., being all new and of the best quality, and is tastefully decorated; lot 100.5 feet in depth.

The owner will sell the house with the handsome fixtures and furniture, or the house and lot can be bought without the furniture. We would recommend it to the attention of any one desiring to purchase an attractive house in the best location in New-York, at a very reasonable price. To a professional man it would be especially desirable. A comparatively small amount of cash to be paid down.

For further particulars and permits apply to
E. H. LUDLOW & CO.,
No. 3 Pine-st. and No. 35 East 17th-st.

CHARLES E. WHITE,
REAL ESTATE BROKER,
AGENT FOR ESTATES,
No. 150 Broadway.

Particular attention given to the care and management of property placed in his charge. Collecting of rents a specialty. Returns promptly made. References of the highest character given when required.

FOR SALE—PLOTS OF LAND OF FROM five to fifty acres in the new part of the City over the Harlem River, at one-sixth the price of land in the old part. Apply to
HUGH N. CAMP, No. 106 Broadway.

ALWAYS ON HAND—HOUSES; FURnished and unfurnished, with immediate possession. For lists, apply to E. H. LUDLOW & CO., No. 35 East 17th-st., and No. 3 Pine-st.

FOR SALE—IN WEST 44TH-ST., FIRST-class three-story and basement brown-stone front houses Nos. 245 and 247; price $16,000 and $17,000. Inquire on premises.

FOR SALE—THE FIRST-CLASS FIVE-story store, 26x75.6, No. 108 Chambers-st., near Church-st. HOMER MORGAN, No. 2 Pine-st.

BROOKLYN REAL ESTATE.

FOR SALE—OR TO EXCHANGE FOR A butcher's stand in this City or Brooklyn, a first-class brick dwelling and wine and lager-beer saloon, in a good location, on a principal avenue, within three-quarters of an hour from this City by steam-boat. Apply to D. R. HITCHCOCK, No. 52 Broadway, Room No. 31.

COUNTRY REAL ESTATE.

A LARGE LINE OF GOOD LOTS AND villa plots in vicinity of Fordham, Jerome, and West Farms, for sale very cheap; annexation to City, rapid transit, and projected lines of railroad will insure great increase in value in a short time.
P. LORILLARD,
Nos. 16 and 18 Chambers-st., New-York.

FOR SALE—COUNTRY VILLAS AND villa sites, fronting on the Sound at East Chester Bay; the buildings are new, having been erected during the past season, are conveniently arranged and handsome in design; the location is unsurpassed for healthfulness and beauty of surrounding scenery, while affording ample opportunities for boating, sailing, fishing, and bathing; the land has been laid out in park style, and will only be deeded to such as will engage not to erect nuisances or obstructions; the prices are moderate, and terms easy, so as to enable a family of moderate means to enjoy a delightful home within easy distance of the City; the new Port Chester Railroad, to be completed in April, will have a station within fifteen minutes of the property. Plans and views can be seen at the office of P. LORILLARD & CO., Nos. 16 and 18 Chambers-st., where full information will be obtained.

AN ELEGANTLY-FURNISHED LARGE and fine house at Rye, Westchester County; on high ground, with view of Sound from almost every room; fine lawn, fruit and vegetable gardens; stabling for six horses. For further particulars, apply to STEPHEN FIELD, Station Agent, Rye.

MONMOUTH BEACH, NORTH BRANCH and Long Branch.—Lots on and near the sea front, of various sizes, at prices from $500 to $5,000 each. Choicely-located sea-side for cottages. For sale by FRANK G. & DAVISON BROWN, No. 90 Broadway.

$1,000 FOR MARKET GARDEN.—Twelve acres good loam land; small house; more land, $100 an acre; cheap; forty miles, north side of Long Island, near village depot; beautiful, healthy country. KISSAM, No. 248 Clermont-av., Brooklyn.

A NYACK COTTAGE—TEN ROOMS, FOR sale or to let; partly furnished if desired; elegant fruit; good shade; convenient by boat or cars. Inquire of J. V. ONDERDONK, Nyack, N. Y.

ORANGE, N. J.—GREAT VARIETY PROPerty for sale; houses furnished and unfurnished to rent. Sale catalogues. I. H. GERRY, No. 39 Nassau, corner Liberty-st.

HAMILTON & WALLIS HAVE REmoved to No. 30 Pine-st., and offer all varieties of Orange, N. J., property, (a specialty,) for sale and rent.

FOR SALE OR TO LET—THE MOST beautiful country-seat in Westchester County, near depot. Apply at No. 103 Fulton-st., of PETER A. H. JACKSON.

COUNTRY REAL ESTATE.

GARDEN PARK LOTS
FOR SALE.
IN $10 MONTHLY PAYMENTS,

Without interest; prices from $200 to $500, under restrictions; five to ten minutes from depot, at Whitestone, Long Island; twenty-six minutes from Hunter's Point; forty-two trains daily, from 6 A. M. to midnight, by elegant Flushing and North-side Railroad; a year's commutation free, if you build before May, 1874; beautiful scenery; high ground, healthy, churches, schools, and more convenient to business than up-town, Jersey, Brooklyn, or Harlem; neighborhood under restrictions. Call on H. K. VAN SICLEN, No. 133 Nassau-st. Get free pass and visit it. R. R. Hopkins will meet you at the depot.

FOR SALE, A VERY DESIRABLE RESIDENCE ON STRAWBERRY HILL, STAMFORD, CONN.

The house is partly furnished, and is in perfect order inside and out; sixteen rooms, hot and cold water, bath-room, laundry and stationary wash-tubs. Gas throughout. Carriage-house 48x25, with bedroom attached for coachman; stalls for five horses. Chicken yard and hennery. Lot 105 feet by 400 feet, commanding an extensive view of Long Island Sound, and is pleasantly shaded with elms, maples, and evergreens. Abundance of fruit and a large size vegetable garden. Apply to R. H. RICKARD, No. 19 Nassau-st., or at his residence, adjoining the property.

FOR SALE.

One of the finest country homes on the banks of the Hudson, near Tivoli, N. Y. The river and Catskill Mountain views from this place are unequaled; eighty acres of improved land, upon which are native woods; a mansion-house, 52x50, (new,) with French roof; also, large cottage, fourteen rooms, coach-house and stables, barns, sheds, machine and carpenter's shops, all new and newly painted, and in perfect order; ice-house filled; new private dock; 3,000 bearing fruit-trees; the property well under-drained; fine wells of water; eight or ten trains each way daily; churches and schools near; stock and implements sold if desired. Apply to M. T. WOOLLEY, No. 5½ Pine-st., Room No. 10.

FARM FOR SALE.

The farm formerly owned by Deacon Lemuel Hawley, deceased, situated on Redding Ridge, Conn., near the Episcopal Church, consisting of nearly 200 acres, with a south-easterly exposure; finely watered, and well fenced with stone; about forty acres of heavy wood. For grazing and grain will compare favorably with the very best. A good dwelling-house, a tenant-house and three barns, carriage and corn houses, two good apple orchards and other fruit. For particulars apply to F. A. SANFORD, Redding Ridge, Conn., or J. R. HAWLEY, Birmingham, Conn.

VALUABLE SEA-SIDE PROPERTY.
A VERY LARGE AND DESIRABLE
Sea-shore property, never before offered for sale,
Consisting of about five miles of unexceptionable surf front, is now open to parties from first hands.
The whole will be sold together or in shares of one-tenth each.
An opportunity for a quick and very profitable operation is offered.
For particulars, terms, &c., apply to
BLACKWELL & CO., No. 55 Liberty-st.

ON THE HUDSON, NEARLY OPPOSITE the City of Hudson—A modern gothic brick house, commanding fine mountain and river views, finished in hard wood, with an elegant lawn sloping to the river; an abundance of rare and valuable shade-trees, walks, &c.; Summer-house, greenhouse, forcing-house, barn, carriage-house, and 25 acres of land, upon which are 2,200 choice grape-vines, 250 pear-trees, 400 apple-trees, 2,700 currants, besides a valuable lot of small fruits, with every necessary for shipping the fruits to market; dock on the place; price, $30,000; terms very easy; the improvements cost more than the price asked; the property must be sold to settle an estate; the revenue derived from the fruit will pay more than ten per cent.
JACOB SHARPE, No. 149 Broadway.

FOR SALE AT HIGHLAND, OPPOSITE Poughkeepsie, on the Hudson River, a very desirable country residence, fully and completely furnished, built in the best possible manner, with all the modern improvements; suitable for Winter or Summer; two and a half story, gothic style, nineteen rooms, stable, ice-house, and three acres of ground; well located, with fine views, &c. Price, $16,000; or without furniture, $12,000.

ALSO,

Near the above, a fine house, with all improvements, barns, and outhouses; seven acres of ground, plenty of fruit; commanding beautiful views of the river and inland. Price, $10,000. Photograph of both places can be seen at office of
HOMER MORGAN, No. 2 Pine-st.

FOR SALE OR TO LET—TASTY AND comfortable cottage residence, with wide halls, verandahs, ample shade, lawn, garden, small and large fruit, gas, bath, hot and cold water, closets, &c.; only forty minutes' pleasant ride, (fine views, no dust,) from Liberty-st.; frequent trains till midnight, low fares; near depots; pavements, &c.; $12,000. Terms to suit. Can have carpets, part furniture, and use of stable, if required. $12,000. Apply at West Elizabeth Depot, Central Railroad of New-Jersey, or to Owner, Post-office Box No. 235, New-York.

$8,000 HOUSE FOR $4,000, ON Washington-av., Mariners' Harbor, Staten Island, with eight to ten rooms, barn, and other out-buildings, from three to four acres of land, one-half the land in fruit; 100 fruit-trees, apples, pears, cherries, and 500 grape-vines of ten different varieties, and plenty of small fruit; large evergreens in front of the garden; is worth $600 a year. Apply to Mr. JOHN ZELUFF, next door. Terms easy. If not sold to be let at $500 a year.

MAPS ARE READY
of the
SPLENDID PROPERTY
of
THE MESSRS. STEVENS,
which will be sold at auction at 1½ o'clock, on the premises, ASTORIA Long Island,
MONDAY, May 19.
Apply at the office of JERE. JOHNSON, Jr., No. 21 Park-row, New-York.

BANKERS AND BROKERS SHOULD examine the cottage plots which we offer for sale, situated at Long Branch, on the sea front, and in close proximity to the residences of Messrs. Jay Gould, Charles J. Osborn, Ex-Senator Hayes, Senator Cattell and Secretary Robeson. The plots contain from one-quarter to two acres of land each, and vary in price from $500 to $5,000 each; all facing the sea, with frontage on Ocean-av. Full particulars from the Agents. F. G. & D. BROWN, No. 90 Broadway.

AN IMMENSE SACRIFICE—TERMS easy; only $7,500 for a new two-story French-roof house: twelve rooms, bath-room, bay windows, marble mantels, fruit and shade trees; large lot, assessments paid; on the pleasantest avenue and in the rapidly-growing City of Elizabeth, N. J.; property in the vicinity of the house rising in value every day; it needs only to be seen to be appreciated. Address HONESTY, Box No. 152 *Times* Office.

MORRISTOWN, N. J.—FOR SALE VERY cheap, elegant country-seat, with or without furniture; large and convenient house; barn, stable, carriage-house, green-house; fruits of all kinds; lawn four acres, beautifully laid out; garden planted; ice-house filled; terms remarkably easy. J. A. DRAKE & CO., Morristown, N. J.

LONG BRANCH—CLOSE TO THE OCEAN, for sale or to rent, a very pretty and desirable three-story cottage, with parlors, kitchen, laundry, six bedrooms, &c.; stable; fully and well furnished.
F. G. & D. BROWN, No. 90 Broadway.

ORANGE, N. J.—COUNTRY HOUSES, lands, and village lots for sale; a great variety. Also, furnished and unfurnished houses to let for season or year, by WALTER E. SMITH, formerly Blackwell & Smith, Orange, corner Main and Cone sts.

A HANDSOME COUNTRY-SEAT FOR sale, Queens, Long Island. Apply to CHARLES PRICE, No. 41 Wall-st.

REAL ESTATE AT AUCTION.

RAPID TRANSIT IN NEW-JERSEY.

EXECUTORS' SALE
of
CHOICE BOULEVARD LOTS
in the
CITY OF BAYONNE,
PAMRAPO,
THIRTY MINUTES FROM WALL-ST.
FIFTY TRAINS DAILY.
ONLY TWENTY PER CENT. CASH REQUIRED WITHIN FIVE YEARS.

A. D. MELLICK, JR., & BROTHER,
Auctioneers and Dealers in New-Jersey Real Estate,
No. 6 Pine-st., New-York,
Will sell at public auction, by order of the executors
OF JAMES CURRIE, DECEASED,
On MONDAY, May 19, 1873,
AT 1 1-2 P. M., ON THE PREMISES,
125 DESIRABLE LOTS
fronting on 45th, 46th, 47th, and 48th sts., and Avenues C and D, in the Third Ward of the City of Bayonne, but four minutes' walk from Pamrapo station.
SIDEWALKS FLAGGED, STREETS CURBED.
LUNCHEON BEFORE THE SALE.
Special train will leave New-York at 1 P. M., from the foot of Liberty-st. For maps and free passes, apply to
A. D. MELLICK, Jr., & BROTHER,
Auctioneers, No. 6 Pine-st., New-York.

TWO MILLION DOLLARS.

GREAT CLOSING OUT TRUSTEES' SALE OF REAL AND PERSONAL PROPERTY,
Belonging to the
CHICAGO LAND COMPANY,
AT PUBLIC AUCTION,
ON WEDNESDAY,
THE 18TH DAY OF JUNE, 1873.

By the articles of the association of said company, it is provided that all the property in the hands of the trustees in the month of June, 1873, must be sold at auction for cash, to close the trust.

The realty is centrally located in the CITY OF CHICAGO, and is valued at $1,300,000, and composed largely of river and canal frontage, docked and ready for immediate use. Also, a large number of vacant lots in the immediate vicinity of the docks, all well adapted for business purposes.

The title to this property is unquestioned, having been held and owned by the association for twenty years.

The personal property consists of notes bearing seven per cent. interest, having from one to five years to run, and amounting to about $700,000. These notes were received for deferred payments on land bought from the company by the makers thereof, and their payment is secured by mortgage on the same. TERMS OF SALE CASH. The personal property will be ready for transfer and delivery immediately after the sale. Purchasers of realty will be required to make a deposit on the day of sale of ten per cent. on the amount of their purchases, the balance to be paid within thirty days, or as soon after the sale as deeds can be made out and delivered.

MAHLON D. OGDEN,
L. B. BEECHER, } Trustees.
GEORGE WATSON,

H. B. BOGUE, Secretary.
CHICAGO, March 12, 1873.
Office with Ogden, Sheldon & Co., Room No. 24, No. 98 La Salle-st.

REAL ESTATE AT AUCTION.

ADRIAN H. MULLER, Auctioneer.

Peremptory Sale.
Bradhurst Estate.

THIS MAGNIFICENT PROPERTY,
CONSISTING OF
126 LOTS,
LOCATED ON
ST. NICHOLAS-AV.,
147TH, 148TH, AND 149TH STS.,
AND 10TH-AV.,
Will be Sold at Auction,
By Order of the Heirs
UNDER THE DIRECTION OF THE UNDERSIGNED,
On Tuesday, May 20, 1873,
AT 12 O'CLOCK, AT THE EXCHANGE SALES-ROOM, NO. 111 BROADWAY,
BY ADRIAN H. MULLER, P. R. WILKINS & CO., AUCTIONEERS.

THIS FINE ESTATE

Is most beautifully situated on high ground, natural soil, good drainage of even grade, and has
VERY EXTENSIVE VIEWS OF THE EAST RIVER,
LONG ISLAND SOUND,
AND SURROUNDING NEIGHBORHOOD.
ST. NICHOLAS-AV.
Is completed beyond this property to 155th-st.

THE RAPID TRANSIT ROAD,

The construction of which is now almost a certainty, will bring this property within twenty-five minutes travel from City Hall. TITLE INDISPUTABLE, having been in the Bradhurst family for
SEVERAL GENERATIONS.

SALE ABSOLUTE.

Seventy per cent. of the purchase-money may remain on Bond and Mortgage for three, five, or seven years.
Full covenant warrantee deeds.
Printed abstracts of title will be furnished purchasers free of charge.

HENRY NICOLL,
Attorney for
H. M. & E. L. BRADHURST.
No. 30 Pine-st.

JERE. JOHNSON, Jr., Auctioneer.

NEXT FOURTH OF JULY
THE ROCKS IN HELL GATE
WILL BE BLOWN UP.

ASTORIA

WILL THEN BE IN THE ASCENDANT.
LOTS WILL DOUBLE IN VALUE.
Anticipate the time by purchasing
NEXT MONDAY, MAY 19.
At 1½ o'clock on that day the
MESSRS. STEVENS
Have directed
JERE. JOHNSON, JR.,
to sell without reserve, on the premises,
150 MAGNIFICENT LOTS,
All near the steam-boat landing, on the principal avenues and thoroughfares of Astoria.
This will be the grandest offering of lots ever made.
Then take the steam-boat, not the train,
You've nothing to lose and much to gain;
The time will not be spent in vain
By giving a day to Johnson.
The terms will be unusually liberal. Free tickets for steam-boat leaving Peck-slip at 1 o'clock.
SPLENDID COLLATION BEFORE SALE.
(WEEKS'.)
GRAFULLA'S FAMOUS BAND.
HARRISON, IMPROVISATORE.
Be sure and attend this great sale. Get your maps and tickets of JERE. JOHNSON, JR.,
No. 21 Park-row, New-York.

A. D. MELLICK, JR., & BRO.
AUCTIONEERS AND DEALERS IN NEW-JERSEY REAL ESTATE, NO. 6 PINE-ST., NEW-YORK,
WILL SELL, WITHOUT RESERVE,
AT
ORANGE, N. J.,
THURSDAY, MAY 22, 1873,
AT 3 1-2 P. M., ON THE PREMISES,
26 CHOICE
BUILDING LOTS,
NEAR BRICK CHURCH AND JUNCTION STATIONS,
Fronting on Clinton, Norwood and Halstead sts., and Maple and Elmwood avs.,
IN THE MIDST OF FINE IMPROVEMENTS.
REMARKABLY EASY TERMS.
Only twenty per cent. cash required within three years.
ALSO,
modern-built house and grounds on Springdale-av., opposite residence of W. P. Condit, Esq; house contains thirteen rooms, two stories, and French roof; grounds 100x240, and only a few minutes' walk from new railroad station. Terms of sale made known on the premises on the day of sale.
Parties wishing to attend the sale from New-York will take the 2¼ train from the foot of Barclay-st.
For maps and particulars apply to
A. D. MELLICK, Jr., & BRO.,
Cone-st., Orange, No. 6 Pine-st., New-York.

O. H. PIERSON, Auctioneer.

BY O. H. PIERSON & CO.,
Auctioneers and Dealers in Real Estate,
No. 5 Pine-st., New-York.
FOURTH GRAND
EXCURSION SALE,
TUESDAY, MAY, 20, 1873, AT 12 M.,
ON THE PREMISES,
100 MAGNIFICENT VILLA PLOTS,
on the slope of the famous Orange Mountain. Also two attractive and well-built cottages at
WYOMING,
the new city, 15 miles from New-York, by the Morris and Essex Railroad, between Maple Wood and Millburn.

This property is among the finest ever offered at auction in the State, extending as it does from the railroad back on a gradual ascent up the mountain side, affording a view remarkable for its extent and beauty, overlooking New-York, Brooklyn, and the Harbor, Newark Bay, the Kills, Staten Island, Newark, Elizabeth, Rahway, &c. The station is on the property, while the depot of the New-Jersey West Line Railroad is to be located about 400 feet distant, and Millburn and Maple Wood are each eight minutes' walk away, making this an important railroad centre. Frequent trains and low commutation.

SPLENDID MUSIC BY GRAFULLA'S SEVENTH REGIMENT BAND.
LUNCHEON BEFORE THE SALE.
Special train will leave New-York at 10½ A. M., from foot of Barclay and Christopher sts.
For maps, free passes, and full particulars apply to the auctioneers,
O. H. PIERSON & CO.,
No. 5 Pine-st., New-York.

SALE OF THE UNITED STATES ARSENAL AT VERGENNES, VT.

ORDNANCE OFFICE WAR DEPARTMENT,
WASHINGTON, D.C., March 20, 1873.

In pursuance of law, and by direction of the Secretary of War, the lands and buildings of the United States at Vergennes, Vt., known as the Champlain Arsenal, will be sold by public auction on the grounds on FRIDAY, June 6, 1873, commencing at 10 o'clock A. M.

The terms of sale, as prescribed by law, are one-fourth cash at the time of sale, and the remainder on a credit of one, two, and three years, with interest at six per centum per annum, secured by bond and surety from the purchaser.

Circulars giving detailed description of the property may be had upon application to this office, or to the commanding officer at Watervliet Arsenal, West Troy, N. Y., or to Col. S. CRISPIN, Army Buildings, New-York City.

The property may be inspected upon applying to the non-commissioned officer in charge.

A. B. DYER.
Chief of Ordnance, United States Army.

REAL ESTATE AT AUCTION.

ADRIAN H. MULLER, Auctioneer.

PEREMPTORY PARTITION SALE
OF
464 VALUABLE LOTS,
AND
FIVE PRETTY AND WELL-BUILT HOUSES,
AT
WHITESTONE, L. I.,
TO BE SOLD AT AUCTION,
By order of THE WHITESTONE LAND ASSOCIATION, (John J. Locke, Conrad Poppenhusen, Henry Hurd, John D. Locke, Adolph Poppenhusen, and E. B. Hinsdale,)
Under the direction of
GEO. W. VAN SICLEN, Esq., Attorney,
on
THURSDAY, MAY 29, 1873,
At 12 o'clock, at the
EXCHANGE SALES-ROOM,
No. 111 Broadway, (Trinity Building,) New-York,
by
ADRIAN H. MULLER, P. R. WILKINS & CO.,
Auctioneers.

Book maps and passes to visit the property at the office of the Auctioneers, No. 7 Pine-st., New-York.

Whitestone, Long Island, is nine miles by road, eleven miles by railroad from Hunter's Point; it is the terminus of the excellent Flushing and North-side Railroad. Running time, from twenty-seven to thirty-five minutes to Hunter's Point; thirty-five to forty minutes to 34th-st., New-York; fifty to sixty minutes to James-slip, (double-deck ferry-boats Garden City and Southampton.) Thirty-nine trains daily, from 5:30 A. M. to 12:15 midnight; elegant cars; foot-warmer under each seat; steam brakes, Miller's platforms, steel rails, elastic wheels, safety switches; RUN IN THE INTEREST OF ITS PASSENGERS; always on time; never delayed by ice or snow.

Whitestone is actually more accessible to business, and by pleasanter travel, than 70th-st., New-York. It is on the Sound, with splendid water-front, and can be reached by boat in an hour from Peck-slip. It is nearer the City Hall than Fort Washington and the upper part of New-York City. As near as Newark and Elizabeth.

The village was incorporated in 1869, and is growing rapidly. The streets are laid out according to a map adopted by the trustees, and filed in the County Clerk's office at Jamaica. The streets on which these lots are offered are nearly all sewered, curbed, guttered, and macadamized.

High, rolling ground, with excellent water, well drained, and healthy; no more subject to "chills and fever" or "fever and ague" than New-York itself. The main sewer through the premises offered is over a mile long, emptying into the East River.

The village contains Episcopal, Catholic, Methodist, and Presbyterian Churches, public and private schools, factories, savings bank; *Herald* Whitestone telegraph; over, 2,500 inhabitants, with over 15,000 within a radius of three miles; and is perfectly convenient to the City for calls, shopping, concerts or theatre.

COMMUTATION, ferriage included, is only 12½ cents each way; AND THE RAILROAD AGREES TO GIVE A COMMUTATION-BOOK TO HUNTER'S POINT FOR ONE YEAR, FREE, to the occupant of each new house costing more than $2,000, and built before May, 1874. This privilege, of course, holds good to each person who buys at this sale. Whitestone has long been famous for its beautiful scenery, fine drives, boating, and sailing. It combines City pleasures with country comforts.

It is an excellent point of investment. Over $130,000 worth of lots SURROUNDING THE PROPERTY OFFERED TO-DAY, were sold between June and November, 1872, mostly to parties intending to build and remain permanently. Houses are springing up on every side. Living is cheap—cheaper than in the City. Five houses will be offered, either of which will make a good home. Taxes are very light. Village taxes are limited by charter to one-half of one per cent. on the valuation. Every lot sold will be subject to covenants against nuisances and liquor-stores.

This is a bona-fide partition sale, and every parcel offered will be sold to the highest bidder. Full covenant warranty deeds will be given. Printed abstracts of title can be obtained at $5 each, from Van Siclen, Gildersleeve & Baldwin, Esqs., Counselors-at-law, Bennett Building, Nos. 93 and 99 Nassau-st.

TERMS: Ten per cent. down; fifteen per cent. on June 23; balance on mortgage for three years; five per cent. discount from face of mortgage for cash.

A. J. BLEECKER, SON & CO., Auctioneers.

IMPORTANT
TRUSTEES' SALE OF EASTERN BOULEVARD LOTS.
Valuable Water Fronts.
PEREMPTORY SALE OF
100 LOTS
On 71st, 72d, 73d, and 74th sts.,
and
AVENUE A, (EASTERN BOULEVARD,)
and
AVENUE B, (WATER FRONTS.)

The undersigned, as trustees for the present owners, will sell at auction, on THURSDAY, MAY 22, at 12 o'clock, at the Exchange Sales-room, No. 111 Broadway, by A. J. BLEECKER, SON & CO., Auctioneers, 100 LOTS, located on the above boulevard, streets, and avenues, with water fronts. The sale will be absolute: without any reserve whatever.

HENRY CLAUSEN, JR.,
ADOLF LEVINGER, } Trustees.

Maps and particulars at the office of the auctioneers, No. 77 Cedar-st., or at the office of Adolf Levinger, No. 261 Broadway.

JERE. JOHNSON, Jr., Auctioneer.

HEMPSTEAD,
LONG ISLAND,
LOVELIEST VILLAGE OF THE PLAINS.

No fancy pen may write thy charms, fair Hempstead
Thou loveliest village of the plain,
A home like thine, of calm and peaceful beauty,
Elsewhere man's weary soul may seek in vain.
Poets may sing the glory and the grandeur
That dwell in ocean, or on mountains reign,
But vain is art to paint the placid splendor
Of flower-clad prairie and the smiling plain.
Then come, ye busy toilers of the City,
To rest and peace, to pleasantness and health,
Where family joys may soothe your cares of business,
And happy homes reward your well-earned wealth.

FIRST GRAND SALE
ever made in
HEMPSTEAD.
450 BEAUTIFUL LOTS.
SUPERB MANSION AND GROUNDS IN THE HEART OF THE VILLAGE, ONLY 1,300 FEET FROM THREE RAILROAD DEPOTS,
AT POSITIVE AND PEREMPTORY SALE, BY ORDER OF ANDREW M. BENNET, ESQ.,
TUESDAY, MAY 20.

☞ The first special train ever run on Stewart's Garden City Railroad for an Excursion Sale has been chartered for the occasion, and will leave New-York, via James-slip and Thirty-fourth-street Ferries, at 11 o'clock A. M., sharp. On arrival,
A SPLENDID LUNCH WILL BE SERVED UP, UNDER AN IMMENSE TENT, BY WEEKS, THE FAMOUS CATERER.
THE SALE WILL COMMENCE AFTER THE COLLATION.
HARRISON, THE GREAT IMPROVISATORE, will sing some of his wonderful songs.
GRAFULLA'S WORLD-RENOWNED BAND will discourse eloquent music.
REMEMBER, EVERYTHING WILL BE FREE.
Be sure and put some money in your pockets to pay the deposit on the lots you purchase.
Get and read programme for particulars. For maps and free tickets apply to JERE JOHNSON, JR., No. 21 Park-row, New-York, or Nos. 399 and 401 Fulton-st., Brooklyn.

SALE OF THE UNITED STATES ARSENAL AT ROME, N. Y.

ORDNANCE OFFICE,
WAR DEPARTMENT,
WASHINGTON, D. C., March 20, 1873.

In pursuance of law, and by direction of the Secretary of War, the lands and buildings of the United States, at Rome, N. Y., known as Rome Arsenal, will be sold by public auction, on the grounds, on MONDAY, June 2, 1873, commencing at 10 o'clock A. M.

The terms of sale, as prescribed by law, are one-fourth cash at the time of sale, and the remainder on a credit of one, two, and three years, with interest at six per centum per annum, secured by bond and surety from the purchaser.

Circulars giving detailed description of the property may be had upon application to this office, or to the Commanding Officer of Watervliet Arsenal, West Troy, N. Y., or to Col. S. Crispin, Army Buildings, New-York City.

The property may be inspected upon applying to the non-commissioned officer in charge.

A. B. DYER,
Chief of Ordnance, United States Army.

MORRIS WILKINS, Auctioneer.

DWELLING AND LOT, NO. 735 LEXINGTON-AV., BETWEEN 58TH AND 59TH STS., AT AUCTION.

E. H. LUDLOW & CO. will sell at auction, on TUESDAY, May 20, 1873, at 12 o'clock, at the Exchange Sales-room, No. 111 Broadway:

LEXINGTON-AVENUE.—The first-class three-story basement and subcellar brown-stone dwelling and lot, No. 735 Lexington-av., east side, between 58th and 59th sts; house is 20x45 feet, with party walls, in perfect order; contains all the modern conveniences; fine furnace; very handsomely frescoed; lot 20 by 95 feet.

Fifty per cent. can remain on mortgage.
For permits to view above apply to the auctioneer.

STORES, &C., TO LET.

OFFICES TO LET
IN
TIMES BUILDING.
SPLENDID OFFICES TO LET IN THE FIRE-PROOF TIMES BUILDING.
Apply at TIMES COUNTING-ROOM.

TO LEASE—BUILDING NO. 1,162 BROADway, between 27th and 28th sts., desirable for any business. Apply to APPLEBY & HELME, No. 133 Water-st.

TO LET—A CORNER STORE, 25x110, BASEment and sub-basement, No. 429 Broome-st., one block from Broadway. Apply to C. H. F. AHRENS & CO., on the premises.

HOUSES & ROOMS WANTED.

PARTIES LEAVING THE CITY for the Summer can have their residences cared for by a reliable, trusty man with the best of references. Address HOWARD, Box No. 147 *Times* Office.

DWELLINGS TO LET.

COUNTRY-PLACE TO RENT FOR the Summer, situated at Rye, Westchester County—a furnished house, containing fourteen rooms, less than a mile from the depot, and within a short distance from the Sound, of which there is an extensive view, and for location is unsurpassed. Also, an excellent stable, carriage-house, billiard-room, boat-house, with two boats, ice-house, wash-house, and two carriages on the premises. The above will be rented for $900. Apply to JOSEPH E. KEARNY, New-York Life Insurance and Trust Company, No. 52 Wall-st.

COUNTRY-PLACE AND FURNISHED house to let for the Summer, or for sale, on the Hudson; fifteen minutes north of Newburg; railroads and steam-boats; stables, extensive grounds, and beautiful views; fruits, vegetables, and milk furnished by gardener on the place.
HOMER MORGAN, No. 2 Pine-st.

TO LET OR FOR SALE—ELEGANT French flats, three first floors and basements, and two second floors, very handsomely finished, on East 79th-st., No. 207; beautiful location, wide street, grand entrance to the Park; convenient to boat for down town. Inquire on the premises.
E. KILPATRICK.

TO LET—FOR THE SUMMER SEASON, OR longer, at Piermont, on the Hudson, one hour from Chambers-st., by Northern Railroad of New-Jersey, a large, well-furnished house; grounds shaded; good garden and stable, and convenient to churches and stores. Inquire of C. W. MILLER, No. 17 Broad-st., New-York.

TO RENT—A BEAUTIFUL PLACE OF six and three-fourth acres, with fine house, garden, stable, &c., on the old road to King's Bridge, about one three-quarter miles from Central Bridge, in the new part of the City. Apply to
HUGH N. CAMP, No. 106 Broadway.

TO LET—BEAUTIFUL COTTAGE AT CARmansville, 152d-st.; splendid view of the Hudson; three minutes' walk from depot; terms very moderate; a rare chance.
W. N. GRISWOLD,
No. 744 Broadway, Astor-place.

TO RENT—FURNISHED, AT SHEFFIELD, Mass., on Housatonic Railroad, a furnished house, stable, grounds, &c., for the season or longer; rent for the season, $600, or for one or more years, $1,000 per annum. HOMER MORGAN, No. 2 Pine-st.

CRANFORD, N. J.—TO LET, HOUSE CONtaining thirteen rooms; ten acres in good state of cultivation; coach-house and stable; one and three-quarter miles from station; $600. A. D. MELLICK, Jr., & BRO., No. 6 Pine-st., New-York.

AT STOCKBRIDGE, MASS.—A charming cottage in a healthy location, commanding fine mountain and river views. Pure air, lovely drives, &c. To let, furnished, at a low price.
JACOB SHARPE, No. 149 Broadway.

NYACK ON THE HUDSON.—TO LET, a furnished house, eleven rooms; fine river view; fruit and shade; five minutes from Mansfield-avenue station; ten from steam-boat; rent $300 per month.
E. B. WESTON.

TO RENT—FURNISHED HOUSE ON LONG Island, with milk, butter, fruit, and vegetables in season, at a very reasonable rent; a rare opportunity. Call on OWNER, No. 65 Wall-st., second story, front.

FRENCH FLATS.—SIX ROOMS, $40 PER month, in good order, central, near 4th-av.; cars convenient to any part of the City. Apply to janitor, No. 142 East 14th-st.

TO LET.—SECOND FLOOR AND BASEment to let, to a small family. Inquire on the premises, No. 101 King-st.; rent, $35 per month.

RELIGIOUS NOTICES.

GRACE CHAPEL—SEATS FREE—CONgregation in Tammany Hall, East 14th-st., near Irving-place. Rev. JOHN W. KRAMER, Pastor.—Services on SUNDAY at 11 A. M. and 4 P. M. The afternoon lecture will be on *The Book of Common Prayer.*

ASSOCIATION HALL, 23D-ST., CORNER 4th-av.—Service of Song, SABBATH EVENING, commencing at 7½ o'clock, followed by an address to young men, by Rev. J. F. DICKIE, recently from Scotland. Bible class SABBATH AFTERNOON at 5 o'clock, conducted by Prof. W. H. THOMSON, M. D. Meeting for young men on THURSDAY and SATURDAY EVENINGS. Daily Union prayer-meeting in the lecture-room at 4 o'clock P. M.

A PUBLIC MEETING, IN BEHALF OF the Evangelical Alliance, will be held in the Church of the Disciples, corner of Madison-av. and 45th-st., on SUNDAY EVENING, May 18, at 7½ o'clock. Addresses by Revs. S. H. Tyng, Jr., G. H. Hepworth, and H. B. Chapin. The public are cordially invited to attend.

ALLEN-STREET M. E. CHURCH, between Rivington and Delancey sts.—Rev. WM. D. THOMPSON, Pastor, will preach at 10½ A. M. and 7½ P. M. Sunday-school at 9 A. M. and 1½ P. M. Young people's prayer-meeting at 6 o'clock. Seats free. Strangers and others are cordially invited.

ALL CORDIALLY WELCOMED.—Berean Baptist Church, corner Downing and Bedford sts., Rev. P. L. DAVIES, Pastor, will preach on *Paul's Ideal, and his Method of Reaching It*, SABBATH MORNING, and on *Christian Progress* in the evening.

ALL SOULS' CHURCH, CORNER OF 4th-av. and 20th-st.—SUNDAY, 18th inst., Rev. Dr. BELLOWS will preach at 10½ A. M. and 7½ P. M. Subject in the morning—*Open Vision.* Seats all free in the evening.

AT ROBINSON HALL, ENTRANCE through Robinson House, No. 18 16th-st., between 5th-av. and Union-square. The Children's Lyceum meets at 10 A. M. Conference at 2½ P. M. Miss JENNIE LEY, inspiration speaker, lectures at 7½ o'clock.

ALL SAINTS' FREE CHURCH, CORner Henry and Scammel sts., New-York, Rev. WM. N. DUNNELL, Rector.—Divine services SUNDAY at 10½ A. M., 7½ P. M.; WEDNESDAY, 7½ P. M. Seats free.

ATTORNEY-STREET M. P. CHURCH, Rev. J. J. WHITE, Pastor.—Children's meeting SUNDAY MORNING at 10½—sermon to children. Preaching at NIGHT at 7½. All invited.

BEEKMAN HILL M. E. CHURCH, East 50th-st., between 1st and 2d avs.—Preaching SABBATH MORNING at 10½ o'clock, by the Pastor, Rev. W. C. STEEL. Subject—*Isaiah's Vision.* In the EVENING a union service of Sabbath-school and church. Addresses are from Hon. C. C. NORTH, Rev. JAMES M. FREEMAN, and others. Seats free and strangers welcomed.

CHURCH OF THE REFORMATION, 57th-st., between 4th and Lexington avs.—Services on SUNDAY next at 10½ A. M. and 7½ P. M. Sunday-school at 2½ P. M. The Rector, Rev. U. T. TRACY, will preach in the MORNING, and Rev. Dr. MONTGOMERY, Rector of Church of the Transfiguration, in the EVENING.

CHURCH OF THE HEAVENLY REST, 5th-av., above 45-st.—Divine service on Sunday, 18th inst., at 11 A. M. and 4 P. M.; Right Rev. H. A. NEELY, D. D., Bishop of Maine, will preach in the MORNING, and Rev. T. K. CONRAD, D. D., in the AFTERNOON.

CALVARY BAPTIST CHURCH, 23D-st., between 5th and 6th avs.—Rev. R. S. MACARTHUR, pastor, will preach SUNDAY MORNING and EVENING. In the EVENING will preach the third anniversary sermon of his pastorate. Subject—*The Characteristics of a Successful Church.*

CALVARY CHURCH, CORNER OF 4TH-av. and 21st-st.—Rev. WM. R. HUNTINGTON, of Worcester, Mass., will preach SUNDAY, May 18, MORNING and AFTERNOON. Services at 10½ A. M. and 3½ P. M.

COLLEGIATE REFORMED DUTCH Church, 5th-av. and 29th-st.—Rev. WILLIAM ORMISTON, D. D., will preach in this Church on SUNDAY, May 18, MORNING and EVENING, at the usual hours.

CHURCH OF THE MESSIAH, CORner Park-av. and 34th-st., Rev. HENRY POWERS.—MORNING subject—*The Use of Churches.* EVENING—Service of praise with short sermon. Public invited.

CHURCH OF THE COVENANT, PRESbyterian, corner Park-av. and 35th-st., Rev. MARVIN R. VINCENT, D. D., Pastor.—Services at 10 A. M. and 4 P. M.

CHURCH OF CHRIST, WEST 28TH-ST., near Broadway.—Rev. W. C. DAWSON, the Pastor, will preach SUNDAY, at 10½ A. M. and 8 P. M. You are cordially invited.

ELDER A. A. PHELPS, EDITOR OF the *Bible Banner*, will preach at Temple Hall, No. 229 Bowery, between Rivington and Stanton sts., SUNDAY, the 18th inst., at 10½ A. M. and 3 P. M., and H. L. Hastings at 7½ P. M. Go and hear them.

FIRST FREE METHODIST CHURCH, 27th-st., between 8th and 9th avs.—Elder M. N. DOWNING, Pastor.—Preaching on SUNDAY next MORNING by Sister MARIA ALTHOUSE; EVENING by Brother JOHN GRAY. Sunday-school, 3 P. M. Prayer-meeting, 6 P. M. Come.

FREE TABERNACLE OF THE M. E. CHURCH, 34th-st., between 7th and 8th avs.—Rev. JOHN E. COOKMAN, Pastor, will preach on SUNDAY MORNING, at 10½ o'clock, and in the EVENING, 7¾ o'clock. Sabbath-school, 2 P. M. All are welcome. Seats free.

FIVE POINTS MISSION, SITE OF THE Old Brewery, No. 61 Park-st., the original Mission at the Points. Rev. J. N. SHAFFER, Superintendent.—Sunday-school at 9½ A. M. and from 2½ to 4 P. M.; preaching at 7½ P. M. Come; don't be discouraged at trifles.

FIRST BAPTIST CHURCH, 39TH-st. and Park-av. Services: Preaching MORNING at 10½ A. M., EVENING at 7½, by Rev. T. D. ANDERSON, D. D., Pastor; Sunday-school, 9 A. M.; Prayer-meeting, 7 P. M. All invited.

FALL OF THE TOWERS.—S. S. SNOW, interpreter of prophecy, will preach in the University, Washington-square, on SUNDAY at 3 P. M.; seats free. Subject—*The Approaching Great Slaughter when the Towers Shall Fall.*

FIVE POINTS HOUSE OF INDUSTRY, No. 155 Worth-st.—WILLIAM F. BARNARD, superintendent. Services every SUNDAY at 3 o'clock P. M. Singing by the children. Donations of second-hand clothing and shoes are of great service.

GRAND-STREET METHODIST CHURCH, Brooklyn, E. D.—Rev. Mr. KENDRICK, Pastor, has discontinued his morning discourses on the Catholic Creed, by request of his advisory committee, but will preach SUNDAY MORNING, at 10½ o'clock; EVENING at 7½. Subject—*Flowers.* Seats free.

H. L. HASTINGS, OF BOSTON, Editor of the *Christian*, preaches at Star of Hope Mission, No. 229 South 5th-av., above Canal-st., New-York, at 10½ A. M. and 3 P. M., on SUNDAY, May 18, and at Temple Hall, No. 229 Bowery, between Rivington and Stanton sts., three and a half blocks above Grand, 7½ P. M.

HARLEM SECOND PRESBYTERIAN CHURCH.—Rev. EDWARD L. CLARK, Pastor, preaches every SUNDAY MORNING and EVENING in the new temporary chapel, 130th-st., near 5th-av. Sunday-school at 2½ P. M. Prayer-meeting WEDNESDAY EVENINGS. The public cordially invited.

HARLEM CONGREGATIONAL CHURCH, corner 125th-st. and 2d-av., Rev. S. H. VIRGIN, Pastor.—Preaching at 10½ A. M. and 7½ P. M. Sabbath school at 2½ P. M.

LYRIC HALL, 6TH-AV., BELOW 42D-ST.—O. B. FROTHINGHAM, Pastor of the Independent Society, will preach on SUNDAY MORNING, at 10½ o'clock. Subject—*The Safest Creed.*

RELIGIOUS NOTICES.

MADISON-AVENUE REFORMED CHURCH, corner of 57th-st.—Rev. [illegible], the Pastor, will preach at 11 A. M., and 4 P. M. Sunday-school at 9½ A. M. Meeting for the children at 3 P. M., TO-DAY.

MESSIAH SECOND ADVENT CHURCH, formerly meeting in 7th-av., will meet (D. V.) in Metropolitan Hall, No. 95 6th-av., SUNDAY, at 3½ and 7½ P. M. The friends of the Church are respectfully invited to attend.

NEW-YORK ASSOCIATION OF SUNday-school Teachers.—Monthly meeting MONDAY EVENING next, 7½, at Fourth-avenue Presbyterian Church, corner 22d-st. Lesson—*Joseph Seeks for His Father* taught by Rev. WM. ORMISTON, D. D. Address on *The Preacher and the Teacher*, by Rev. E. M. HUMPHREY, D. D., of Philadelphia.

OLD JOHN-STREET M. E. CHURCH, between Nassau and William sts.—Preaching by the Pastor, Rev. N. G. CHENEY, SUNDAY at 10½ A. M. and 7½ P. M. Seats free; all cordially invited.

REV. D. CURRY, D. D., EDITOR OF the *Christian Advocate*; Rev. S. D. BROWN, D. D., Presiding Elder; and Rev. DE LOSS LULL, will speak in the Eighty-sixth-street M. E. Church, near 4th-av., SUNDAY EVENING, in behalf of Church Extension and City Mission work. Exercises begin at 7½ o'clock. The public is cordially invited to attend. No collection.

REV. WM. B. MERRITT WILL BE installed Pastor of the Sixth-avenue Union Reformed Church SABBATH, May 18, at 7½ P. M. Rev. Dr. HUTTON will preside. Sermon by Rev. A. R. THOMPSON, D. D. Preaching at 10½ A. M. by the Pastor. Sabbath-school 9 A. M. and 2½ P. M. Strangers and all who have no church home most cordially welcomed.

REV. CHARLES E. HARRIS, PASTOR of Alanson M. E. Church, Norfolk-st., between Broome and Grand, will preach next SABBATH MORNING and EVENING. Sermon in the evening, the third in the series of religion in social life—to the married. Seats free. All are welcome.

REV. DR. BEACH WILL DELIVER A discourse in St. Peter's Church, West 20th-st., SUNDAY MORNING, on the occasion of his completing the twentieth year of his ministry in that church.

REV. J. W. BARNHART, PASTOR, will preach in Old Forsyth-street M. E. Church, between Division and Canal sts., SABBATH MORNING and EVENING. Come everybody. Subjects—Morning, *Trust in God*; Evening, *Satan's Devices.*

REV. DR. MATTHEW HALE SMITH will preach in the Fifth-avenue Baptist Church, on 46th-st., (Dr. ARMITAGE,) SUNDAY, Morning sermon on *Former Days and These in Contrast.* Evening sermon on *The Perils of a City Life to Young Men.*

REV. W. S. BOOLE, PASTOR, WILL preach in Seventeenth-street M. E. Church, between 1st and 2d avs., on SUNDAY 10½ A. M. and 7½ P. M. Subject for evening—*Christ Died for the Ungodly.* Seats free. Prayer meeting 6½ P. M.

REV. J. F. McCLELLAND, PASTOR St. Luke's M. E. Church, 41st-st. near 6th-av., will preach SUNDAY at 10½ A. M. and 7½ P. M. The public invited and always welcome.

REV. MORGAN DIX, D. D., WILL preach at the opening services of St. Stephen's Church, 46th-st., east of 6th-av., SUNDAY EVENING at 7½ o'clock.

REV. DR. HAGUE WILL PREACH ON SUNDAY in the Madison-avenue Baptist Church, corner 31st-st. and Madison-av., at 10½ A. M. and 7½ P. M. Sunday-school at 9 A. M.

RUSSIAN-GREEK CHAPEL, NO. 951 2d-av., near 50th-st.—Divine service, in the English language, every SUNDAY at 11 o'clock. All cordially invited.

REV. E. D. NORTHROP WILL PREACH at the West 23d-st. Presbyterian Church, SUNDAY at 10½ and 7½ o'clock.

STEINWAY HALL.
Rev. WAYLAND HOYT, Pastor of the
TABERNACLE BAPTIST CHURCH,
2d-av. and 10th-st.,
will preach in
STEINWAY HALL
SUNDAY EVENING at 7½ o'clock, and in the CHURCH at 10½ in the MORNING.
Subject of evening sermon—*The Common Trials of Life, and How to Treat Them.*

SEVENTH-AVENUE UNITED PRESBYTERIAN CHURCH, between 12th and 13th sts.—Rev. S. H. GRAHAM, Pastor, will preach in the church SUNDAY at 10½ A. M. and 3½ P. M., and in the EVENING at the Harvard Rooms, south-west corner of 6th-av. and 42d-st., commencing at 7½ o'clock. Evening subject—*Christian Responsibility.* Seats free in both places. Strangers are cordially invited.

SECOND ADVENT CHURCH, COOPER Institute, Room No. 24.—Preaching SUNDAY, by Elder N. BARBOUR, at 10½ A. M. and 3 P. M. MORNING subject—*On Time, Daniel, 12 Ch.* AFTERNOON subject—*The International Society, or Commune, and The Coming Reign of Terror, as Foretold in Prophecy.*

ST. STEPHEN'S EPISCOPAL CHURCH, 46th-st., east of 6th-av., Rev. JOSEPH H. PRICE, D. D., Rector; Rev. A. BLOOMER HART, Associate.—The opening services in their new church will take place on SUNDAY next, May 18. The Rector will preach at 10½ A. M., and Rev. MORGAN DIX, D. D., at 7½ P. M.

ST. THOMAS' CHURCH, 5TH-AV., CORner 53d-st.—Rev. Dr. MORGAN, Rector.—Ascension Day, THURSDAY, May 22, Right Rev. the Bishop of the Diocese will admit to the priesthood Rev. F. L. Norton, assistant minister of St. Thomas' Church. Services will commence at 11 o'clock.

ST. ANN'S CHURCH, 18TH-ST., NEAR 5th-av.—Free seats. SUNDAY—Holy Communion at 7 A. M. Rev. Mr. CHAMBERLAIN will preach at 10½ A. M., and 4 P. M. Service for deaf mutes at 7½ P. M.

SOUTH BAPTIST CHURCH, 25TH-ST., near 8th-av.—Rev. Dr. DOWLING, the Pastor, has returned home, and will preach, (D. V.,) SUNDAY MORNING and EVENING. Also, lecture on TUESDAY EVENING next. All are invited.

ST. JOHN'S M. E. CHURCH, 53D-ST., between Broadway and 8th-av.—Children's Church at 10½ A. M., and preaching by the Pastor, Rev. A. D. VAIL, at 7½ P. M. Seats free.

THE FOURTEENTH-STREET PRESBYTERIAN CHURCH, corner 2d-av., Rev. ROBERT SLOSS, Pastor, will celebrate its twenty-second anniversary, SABBATH, May 18. Rev. ASA D. SMITH, D. D., President Dartmouth College, and first pastor of the church, will preach the sermon at 10½ A. M. At 7½ P. M. a reunion service will be held, in which many present and former members will take a part.

TWENTY-FOURTH-STREET M. E. Church, near 9th-av.—Rev. S. D. BROWN, D. D., will preach in this church at 10½ A. M., and Rev. J. W. SELLECK, the Pastor, will preach to the young at 7½ P. M. Subject—*Temperance.* The public are invited. Seats free.

THE CHURCH OF THE RECONCILIATION, 31st-st., west of 2d-av.; seats free.—Usual services TO-MORROW (Sunday,) at 10½ A. M. and 7½ P. M. Rev. E. HOLLIDAY WIDDEMER, Pastor.

TEMPORARY CHURCH OF THE Holy Trinity, Madison-av. and 42d-st.—Hours of service, 10½ A. M., 4 o'clock P. M. Rev. STEPHEN H. TYNG, Jr., D. D., will preach.

"THE NEW-YORK SUNDAY CITIZEN."—Every Irishman will find something to interest him in to-morrow's Sunday Citizen. Order it from your news-dealer to-day. Price 5 cents only.

WEST TWENTY-FIFTH-STREET UNITED PRESBYTERIAN CHURCH, between 6th and 7th avs.—Rev. S. J. STEWART, Pastor, will preach SABBATH MORNING and AFTERNOON, at 10½ and 3½. Morning subject—*The Certain Victory of the Christian.* Afternoon subject—*Waiting.* Seats for strangers.

WEST FORTY-FOURTH-STREET United Presbyterian Church, between 9th and 10th avs.—Preaching SUNDAY (Communion Sabbath) by the Pastor, Rev. G. CAMPBELL, at 10½ A. M., and by Rev. P. Y. SMITH, of Williamsville, Mass., at 7½ P. M. All are cordially invited.

INSTRUCTION.

Mount Washington Collegiate Institute,
NO. 40 WASHINGTON-SQUARE (SOUTH.)
MR. GEO. W. CLARKE, PRINCIPAL.
Prepares pupils of all ages for business or college.

CHARLIER INSTITUTE
FOR BOYS & YOUNG GENTLEMEN,
BOARDING AND DAY SCHOOL.
Nos. 126 and 128 East 24th-st.

DOLBEAR'S COMMERCIAL COLLEGE, No. 875 Broadway.—Book-keeping, Writing, Arithmetic, &c. Open DAY and EVENING, all Summer; students commencing now, can finish in the Fall.

YONKERS MILITARY INSTITUTE,
A BOARDING SCHOOL
for making boys intelligent, healthy, Christian men.
ESTABLISHED 1854.
Earnest teaching; common-sense management.
BENJAMIN MASON, Box No. 654, Yonkers, N. Y.

JACKSON MILITARY INSTITUTE, Tarrytown, N. Y. Established [illegible]. Address Rev. F. J. JACKSON, M. A., Principal.

EDUCATION COMBINED WITH TRAVEL.—There is being formed a party of young gentlewomen to leave New-York for Europe July 1, under the guidance of a lady who has passed many years in foreign countries, and who will conduct their studies in languages and other branches of learning. Details in prospectus. Address TRAVELER, No. 39 West 28th-st., New-York.

MISS BULKLEY'S BOARDING AND Day School for Young Ladies, Tarrytown, N. Y., will continue as usual. Present year will close June 25, 1873. Next school year will commence Sept. 17, 1873.

GOTHIC HALL, STAMFORD, CONN.—English, French, and German boarding school for young ladies. For catalogues apply to principals, Misses AIKEN & CHASE.

IRVING'S SCHOOL OF ART.—DRAWing, painting and water-colors. New-York Society Library building, No. 67 University-place, between 12th and 13th sts.

$200 TO $250 PER YEAR.—HEMPSTEAD INSTITUTE, Long Island, E. HINDS, A. M.

ELIZABETH COLLEGIATE SCHOOL—A home for boys, Elizabeth, N. J.
REV. J. C. WYCKOFF.

WM. H. LEGGETT'S SCHOOL. Broadway and 39th-st.

TEACHERS.

A LADY, WELL RECOMMENDED, and competent to instruct larger children in English, German, French, and music desires a situation as governess for the Summer months. Address A. V., Box No. 122 *Times* Office.

TEACHERS WANTING SCHOOLS should send for *Mutual Plan* for introductions throughout the country. Address (with stamp) AMERICAN EDUCATIONAL UNION, 737 Broadway. Schools promptly supplied.

STREET OPENINGS.

What They Cost from 1868 to 1872, Inclusive, and Who Received the Money.

The following report has just been transmitted to the Legislature by the Controller. The subject-matter of schedules A, B, and C, alluded to in the Controller's letter, is fully summarized in schedule D, printed herewith:

CITY OF NEW-YORK,
DEPARTMENT OF FINANCE,
CONTROLLER'S OFFICE, May 13, 1873.

To the Honorable, the Senate:

In answer to the resolution of the Honorable, the Senate, I send herewith in the form of tabular statements the information required respecting the costs, fees, and expenses incurred for the opening of streets, avenues, and public places in the City of New-York for the five years last past.

Schedule A is a condensed statement of costs and charges in matter of opening streets, avenues, and public places filed in the Department of Finance remaining unpaid.

Schedule B is a detailed statement of these costs and charges paid during the same year.

Schedule C is a detailed statement of claims and charges remaining unpaid.

Schedule D is a classified statement of amounts paid and unpaid to individuals named in the foregoing schedules during the period from 1868 to 1872.

For the last five years the opening new streets, avenues, and public places has been made the occasion for giving jobs of the most monstrous character to political placemen and favorites of those who kept themselves in power by means of their levies upon the tax-payers and property-owners of this City.

Three hundred thousand dollars would, I think, have been an adequate compensation for all the work required in these openings included in this report. For this service the enormous sum of $1,315,669 83 has been paid, and $390,410 66 is still unpaid, amounting in all to the sum of $1,706,072 49. It will be seen that the commissioners, appraisers, clerks, and clerkships have been distributed among those who, in most instances, held the same time other offices under the City Government.

It is using very moderate language to say that, in many instances, the Surveyors' bills have been most exorbitant and excessive.

I cannot too earnestly recommend to the Legislature the passage of an act to limit these expenditures, for most of these street openings could be readily accomplished in one common-sense proceeding at a very moderate expense. With very great respect,

ANDREW S. GREEN, Controller.

SCHEDULE D.

Classified statement of amounts paid and remaining unpaid to individuals named on foregoing schedules, during the period from 1868 to 1872:

Name.	Amount Paid.	Amount Unpaid.	Total.
Joseph A. Dunbar	1,250 00	....	1,250 00
Michael O. Murphy	1,000 00	....	1,000 00
Joseph R. Kinnan	1,000 00	....	1,000 00
Patrick T. O'Brien	1,000 00	....	1,000 00
Joseph F. Quinn	1,000 00	....	1,000 00
Cornelius R. Perry	625 00	....	625 00
George F. Thompson	510 00	....	510 00
Robert McClintock	500 00	....	500 00
J. T. Conover	500 00	....	500 00
Jno. Mallon	500 00	....	500 00
Louis Bergner	500 00	....	500 00
Wilbur T. Gaskill	500 00	....	500 00
Michael Galligan	491 79	....	491 79
Sylvester E. Doran	491 79	....	491 79
James Hughes	491 78	....	491 78
Edward H. Ludlow	470 00	....	470 00
Adrian H. Muller	466 28	....	466 28
James Oliver	410 00	....	410 00
Anthony Hoffman	220 00	....	220 00
George W. Dietsch	....	200 00	200 00
Wallace P. Birdsall	175 00	....	175 00
Jno. Callaghan	....	150 00	150 00
Edwin Dubbs	125 00	....	125 00
Peter McGloan	75 00	....	75 00
Alexair Myers	....	24 00	24 00
Kingman P. Page	....	33 00	33 00
George H. Peck	....	33 00	33 00
Total	$71,796 28	$16,450 00	$88,246 28

STATIONERY AND PRINTING.

Wm. C. Rogers	$51,592 00	$11,678 65	$63,271 15
Edmund Jones	359 25	....	359 25
Alex. H. Keech	19 50	....	19 50
Total	$51,971 25	$11,678 65	$63,649 90

POSTING NOTICES.

Jno. Dunn	....	$45 00	$45 00
Chas. Golden	$1,786 54	220 00	2,006 54
James Riley	1,363 00	....	1,363 00
James Powers	900 00	....	900 00
Dennis Delany	770 00	....	770 00
Patrick Boyle	730 00	....	730 00
Jno. J. Fitzgerald	720 00	....	720 00
Jno. McCauley	643 00	40 00	683 00
Jas. Kelly	622 00	....	622 00
Jno. Dooley	570 00	....	570 00
Thos. Clancy	525 00	270 00	795 00
Jno. M. O'Connor	520 00	....	520 00
Jas. F. Wheeler	405 00	....	405 00
Jno. M. Datchett	360 00	....	360 00
Garret Dillon	353 00	....	353 00
Pat. McGuire	340 00	50 00	390 00
Jno. Doyle	340 00	....	340 00
Jas. Gripper	419 16	....	419 16
W. J. McPherson	290 00	....	290 00
Patrick Reed	286 00	....	286 00
Wm. Lawton	200 00	....	200 00
Jno. A. Carmichael	190 00	....	190 00
Jno. Foy	185 00	....	185 00
Jas. Kelly	185 00	....	185 00
Eugene Kelly	185 00	....	185 00
Patrick McCabe	180 00	....	180 00
Thos. Cheney	60 00	60 00	120 00
Owen Flanagan	90 00	....	90 00
Geo. W. Mitchell	....	60 00	60 00
Thos. Leary	50 00	....	50 00
Jas. McGuire	45 00	....	45 00
Jas. G. Sinclair	120 00	....	120 00
Root. Grant	....	180 00	180 00
Jas. Cherry	....	150 00	150 00
Total	$13,662 70	$1,073 00	$14,737 70

ADVERTISING.

New-York World	$12,133 50	$3,283 50	$15,417 00
Transcript	12,568 65	2,595 60	15,164 25
Daily News	12,502 10	904 00	13,406 10
Commercial Advertiser	8,570 50	2,062 40	10,927 90
New-York Star	8,992 50	1,530 00	10,522 50
Evening Express	6,545 40	531 00	7,077 40
New-York Times	3,775 10	476 40	4,151 50
Evening Telegram	2,623 49	21 60	2,645 09
Journal of Commerce	2,830 60	107 55	2,776 85
Evening Post	2,493 04	283 84	2,776 88
N. Y. Democrat	2,005 00	....	2,005 00
Evening Mail	1,118 10	....	1,118 10
Daily Standard	949 80	....	949 80
Evening Telegram	788 00	....	788 00
Tribune	1,012 90	459 30	1,472 20
Irish Tribune	180 00	....	180 00
Staats Zeitung	33 75	....	33 75
Herald	460 00	....	460 00
Register	....	42 00	42 00
Total	$81,322 34	$12,279 60	$93,602 23

LEGAL SERVICE.

Wm. Fullerton	$1,400 00	....	$1,400 00
G. W. Bonney	100 00	....	100 00
Total	$1,500 00	....	$1,500 00

JANITOR.

Thos. McKenna	$130 00	....	$130 00

LIVERY.

Geo W. Bent	$489 00	....	$489 00
Stradley & Co	168 50	....	168 50
Michael Tuomey	63 00	....	63 00
Total	$717 50	....	$717 50

EXAMINING TITLES.

Jas. G. Sinclair	$100 00	....	$100 00

RECAPITULATION.

Purposes.	Amount Paid.	Amount Unpaid.	Total.
Commissioners	$278,026 80	$69,651 80	$347,678 60
Surveyors	692 435 74	83,402 72	582,838 46
Clerks	96,377 00	15,460 00	111,837 00
Drafting and copying reports	203,650 31	39,224 00	2,421,674 21
Room rent	17,450 00	1,200 00	18,380 00
Appraisers	71,796 28	16,450 00	88,246 28
Stationery and printing	51,971 25	11,678 65	63,649 90
Posting notices	13,662 70	1,075 00	14,737 70
Advertising	81,322 34	12,279 60	93,602 23
Legal services	1,500 00	....	1,500 00
Janitor	130 00	....	130 00
Examining titles	100 00	....	100 00
Livery	717 50	....	717 50
Grand total	$1,315,669 83	$250,402 08	$1,566,071 88

Recapitulation of payments in Schedule D to certain persons drawing moneys in more than one capacity, for the purposes named, and of certain Surveyors.

Names.	Commissioner. Amount paid.	Commissioner. Amount unpaid.	Commissioner. Total.	Surveyor. Amount paid.	Surveyor. Amount unpaid.	Surveyor. Total.	Clerk. Amount paid.	Clerk. Amount unpaid.	Clerk. Total.	Drafting and copying report. Amount paid.	Drafting and copying report. Amount unpaid.	Drafting and copying report. Total.
John Scott	$6,470 00	....	$6,470 00	....	....	....	....	....	....	....	....	....
James Whalen	450 00	....	450 00	....	....	....	....	....	....	....	....	....
Thomas Hyatt	450 00	....	450 00	....	....	....	....	....	....	....	....	....
Wm. Sheridan	450 00	....	450 00	....	....	....	....	....	....	....	....	....
Edward Hogan	450 00	....	450 00	....	....	....	....	....	....	....	....	....
Thos. Brennan	450 00	....	450 00	....	....	....	....	....	....	....	....	....
Patrick McCabe	450 00	....	450 00	....	....	....	....	....	....	....	....	....
Richard Smyth	450 00	....	450 00	....	....	....	....	....	....	....	....	....
Edw. Connolly	530 00	....	530 00	....	....	....	....	....	....	....	....	....
P. F. Whitney	450 00	....	450 00	....	....	....	....	....	....	....	....	....
Edward Wilson	450 00	....	450 00	....	....	....	....	....	....	....	....	....
Chas. K. Lorey	425 00	....	425 00	....	....	....	....	....	....	....	....	....
John Hardy	425 00	....	425 00	....	....	....	....	....	....	....	....	....
John Smith	400 00	....	400 00	....	....	....	....	....	....	....	....	....
Willard Bartlett	520 00	....	520 00	....	....	....	....	....	....	....	....	....
Jas. F. Bleakley	430 00	....	430 00	....	....	....	....	....	....	....	....	....
Wm. V. Brady	425 00	....	425 00	....	....	....	....	....	....	....	....	....
John Nesbitt	400 00	....	400 00	....	....	....	....	....	....	....	....	....
Jas. Mc Cormick	425 00	....	425 00	....	....	....	....	....	....	....	....	....
Bernard Fagan	400 00	....	400 00	....	....	....	....	....	....	....	....	....
Chas. S. Kingsly	400 00	....	400 00	....	....	....	....	....	....	....	....	....
Jno. Lorimer	400 00	....	400 00	....	....	....	....	....	....	....	....	....
Wm. Chalmers	400 00	....	400 00	....	....	....	....	....	....	....	....	....
Cyrus H. Loutrel	400 00	....	400 00	....	....	....	....	....	....	....	....	....
Miles Keegan	400 00	....	400 00	....	....	....	....	....	....	....	....	....
Jas. Mc Cormick	400 00	....	400 00	....	....	....	....	....	....	....	....	....
Thos. A. Smith	400 00	....	400 00	....	....	....	....	....	....	....	....	....
Andy Hartnett	400 00	....	400 00	....	....	....	....	....	....	....	....	....
Chas. Lynch	350 00	....	350 00	....	....	....	....	....	....	....	....	....
Chas. E. Hasbrouck	350 00	....	350 00	....	....	....	....	....	....	....	....	....
J. McCutcheon	350 00	....	350 00	....	....	....	....	....	....	....	....	....
M. C. Murphy	350 00	....	350 00	....	....	....	....	....	....	....	....	....
Jas. Brennan	425 00	....	425 00	....	....	....	....	....	....	....	....	....
D. F. Hogan, Jr.	1,048 00	....	1,048 00	....	....	....	....	....	....	....	....	....
Jas. W. Fowler	300 00	....	300 00	....	....	....	....	....	....	....	....	....
Geo. Southworth	275 00	....	275 00	....	....	....	....	....	....	....	....	....
Thos. Hogan	335 00	....	335 00	....	....	....	....	....	....	....	....	....
F. Fitzsimmons	250 00	....	250 00	....	....	....	....	....	....	....	....	....
Joseph Marm	290 00	....	290 00	....	....	....	....	....	....	....	....	....
Jas. Brennan	200 00	....	200 00	....	....	....	....	....	....	....	....	....
Thos. Jourdan	200 00	....	200 00	....	....	....	....	....	....	....	....	....
Jas. Moore	225 00	....	225 00	....	....	....	....	....	....	....	....	....
W. J. McGrath	275 00	....	275 00	....	....	....	....	....	....	....	....	....
Wm. Watson	125 00	....	125 00	....	....	....	....	....	....	....	....	....
Terrence Farley	....	....	....	....	....	....	1,050 00	....	1,050 00	....	....	....
Wm. McConnell	....	....	....	....	....	....	1,050 00	....	1,050 00	....	....	....
Edward Tweed	250 00	....	250 00	....	....	....	....	....	....	....	....	....
Thos. Kelly	993 00	....	993 00	....	....	....	....	....	....	....	....	....
Chas. Coman	105 00	....	105 00	....	....	....	....	....	....	....	....	....
Col. W. Blunt	748 00	....	748 00	....	....	....	....	....	....	....	....	....
Samuel R. Lee	....	....	....	....	....	....	....	....	....	....	....	....
Edward Tweed	....	....	....	....	....	....	....	....	....	....	....	....
Jno. Kelly	....	....	....	....	....	....	....	....	....	....	....	....
Wm. C. Traphagen	....	....	....	....	....	....	7,500 00	....	7,500 00	....	....	....
Chas. K. Graham	....	....	....	....	....	....	7,500 00	....	7,500 00	....	....	....
Total	$278,026 80	$69,651 80	$347,678 60	$692,435 74	$83,402 72	$775,838 46	$96,377 00	$15,460 00	$111,837 00	$203,650 31	$39,224 00	$242,874 31

SURVEYORS.

Names.	Amount Paid.	Amount Unpaid.	Total.
Edward Boyle	$237,780 19	....	$237,780 19
John A. Bailey	81,723 56	75,960 11	157,713 67
Michael O'Mahony	67,626 06	7,412 61	74,938 29
Charles E. Graham	41,781 85	....	41,781 85
J. J. Bailey and Wm. H. Wiley	10,975 30	....	10,975 30
Gardner S. Cage	5,231 87	....	5,231 87
Wm. H. Wiley	2,256 80	....	2,256 80
Stevenson Towle	2,230 70	....	2,230 70
Total	$580,625 54	$83,402 72	$663,898 46

CLERKS.

George H. Purser	$85,720 00	$15,460 00	$78,410 00
Wm. Sinclair	7,210 00	1,750 00	8,960 00
Edward J. Wilson	5,363 25	....	5,363 75
Daniel W. Nelan	5,000 00	....	5,000 00
Geo. W. Van Tassell	1,900 00	....	1,900 00
Wm. A. Barr	1,700 00	....	1,700 00
James Finley	1,500 00	....	1,500 00
Bernard Smyth	1,500 00	....	1,500 00
James M. Sweeny	1,500 00	....	1,500 00
John Scott	1,262 75	....	1,262 75
Magnus Gross	1,000 00	....	1,000 00
Willard Bartlett	1,000 00	....	1,000 00
Joseph H. Southard	1,000 00	....	1,000 00
George W. Sawyer	1,000 00	....	1,000 00
Samuel Rosedale	500 00	....	500 00
Joseph Fiuneo	280 00	....	280 00
Total	$66,377 00	$15,460 00	$111,837 00

DRAWING AND COPYING REPORTS.

Edward J. Wilson	$149,021 71	....	$149,021 71
Geo. H. Purser	84,428 50	$39,224 00	83,652 50
Total	$233,450 21	$39,224 00	$242 674 21

ROOM RENT.

Geo. H. Purser	$11,900 00	....	$11,900 00
Edward J. Wilson	5,250 00	$1,200 00	6,450 00
Total	$17,150 00	$1,200 00	$18,350 00

APPRAISERS.

Jno. Scott	$8,585 14	$4,000 00	$12,585 14
Bernard Smyth	5,500 00	4,000 00	9,500 00
Warren Brady	9,500 00	....	9,500 00
Jas. C. Sinden	2,000 00	4,000 00	6,000 00
Jas. Watson	5,000 00	....	5,000 00
Jno. Griffen	5,000 00	....	5,000 00
Hiram Calkins	4,300 00	....	4,300 00
Daniel O'Connor	....	....	....
Wm. H. Tracy	3,300 00	4,000 00	7,300 00
Francis McCabe	2,500 00	....	2,500 00
Peter Trainer	2,500 00	....	2,500 00
Emanuel B. Hart	1,500 00	....	1,500 00
Jas. Hitchman	1,500 00	....	1,500 00
Joseph Downing	1,500 00	....	1,500 00
Jno. J. Bradley	1,500 00	....	1,500 00
Geo. Hall	1,500 00	....	1,500 00
Morgan Jones	1,500 00	....	1,500 00
Jas. B. Sheridan	1,050 00	....	1,050 00
Joseph H. Sleeman	1,050 00	....	1,050 00

Arraignments in the Court of Over and Terminer.

In the Court of Over and Terminer, yesterday, before Judge Davis, John Clark, indicted for grand larceny, pleaded guilty, and was sentenced to two years in the Penitentiary.

John McKeown, indicted for a similar offense, also pleaded guilty, and was sentenced to a year's imprisonment in the Penitentiary. John McCarty, pleading guilty to petty larceny, was sentenced to six months in prison. William Brady, Peter McGivins, and James Hayes, indicted severally for burglary; James Hennessy and James Grogan, indicted for assault and battery; and John Hagan, indicted for robbery, grand larceny, and receiving stolen goods—all pleaded not guilty, and were remanded to await trial.

Edward Kerrigan, convicted, on Thursday, of manslaughter in the first degree, for starving a child to death, was called up for sentence, but was remanded again until Monday, his counsel being out of town.

The case of George Francis Train was called on for trial on an indictment for publishing an obscene paper. A jury was called, and the greater part of the afternoon was occupied in selecting a panel. After five jurors had been obtained the court adjourned.

WILLIAM M. TWEED.

He Pleads Not Guilty to the Indictments of February.

William M. Tweed was arraigned in the Court of Oyer and Terminer yesterday morning, before Judge Davis, to plead to what is known as the new indictments against him, being the fifteen that were found by the General Sessions Grand Jury on the 20th of February last against Tweed and others, jointly and individually, for conspiracy, larceny, and forgery. Tweed was accompanied by his two sons, and among the counsel in the case who were present were Messrs. Graham, Field, Fullerton, Burrill, Root, Edelstein, and Wm. M. Tweed, Jr., for the defense, and the District Attorney and Mr. Peckham for the people. When District Attorney Phelps moved the case, Mr. Graham rose and made a long argument, objecting to Tweed being called upon to plead, raising the points that he could not be convicted of an attempt to commit a crime if it were shown that the crime was committed, citing the case of The People against Lambert.

Judge Davis said that it was wasting time to discuss that question now. When Tweed is convicted of larceny or forgery that question will arise. When it appears that Tweed committed larceny there can be no conviction of an attempt.

After a discussion between the District Attorney, Mr. Graham, and Mr. Field, Judge Davis said that there was nothing that could embarrass counsel for Tweed in the slightest degree in entering the pleas.

Mr. Field said that they objected to plead because of prior indictments on the same subject. He gave notice that they intended to object to all the indictments of the 20th of February last. All of them should be quashed, and they intended to make that motion.

Judge Davis said that the court should deny the motion, after having ordered that the indictments of Dec. 16 should be superseded.

Mr. Field then said that the defendant pleaded not guilty to all the fifteen indictments, protesting that the privilege of withdrawing the plea and making a motion to quash, or to put in special pleas, were accepted.

Judge Davis said that the fact of his having pleaded should not prevent a motion to quash.

The following was then entered upon the minutes by the Clerk, at the suggestion of Mr. Field, the Court approving: "Defendant pleads not guilty, and has liberty to interpose a plea of another indictment pending at any time within ten days from to-day, (yesterday,) and also with liberty to move at any time to quash the indictments upon any ground, extrinsic or intrinsic, in the same manner and with the same effect as if such motion were made to-day (yesterday) before the pleading."

Tweed and his counsel then left court, no day for beginning the trial being announced.

SHOOTING THE RAPIDS.

Wreck of the Steamer Renaud in the Lachine Rapids with 150 Passengers on Board—How They Escaped—Extortion of the Canoe Men.

From the Montreal Gazette, May 14.

The steamer L. Renaud left Cornwall on Monday morning at 5 o'clock, to make her usual trip to Montreal, touching at Beauharnois and other points. She had on board from 125 to 150 passengers, and when she neared the famed Lachine Rapids the decks were crowded in anticipated excitement of the "shooting." The vessel was staunch, the captain an experienced waterman, acquainted with the St. Lawrence, and the pilot trustworthy. When the travelers entered into the bubbling channel and listened to the roar of the breakers they experienced no misgivings of danger. But suddenly, as the steamer veered the Cheval Rouge, an ominous crack was heard, then a thump, accompanied by a violent rocking, and, immediately after, a tremendous crash, as if the black hull were rent in twain.

The terror on board was then intense, as the appearances seemed to beoken instant destruction to all the passengers. It was soon discovered that the vessel had struck on a shoal of the north side, about twenty or thirty yards above the pitch of the rapids. The water at once rushed up, and within three minutes the fires were quenched. The blow-pipe broke and the steam escaped in blasing columns. An elderly gentleman from Beauharnois was scalded on the neck and face, and up to the half of his forehead the skin peeled off completely. His is a sad plight, and the physicians fear that if he has breathed any of the steam into his lungs, the result may be fatal. His daughter, a child of five or six years of age, had both hands, both legs, and the right cheek very severely scalded. Two or three ladies were likewise more or less burned, but their wounds are not serious.

The position being critical in the extreme, Capt. Rankins manned a boat, and taking four of the passengers with him crowed over to Isle-aux-Heron, the nearest point of land within easy distance. A second boat, commanded by Mr. J. S. Tanguay, of St. Ancet, and Mr. McFee, merchant, of Beauharnois, followed to the island with ten passengers. The pilot took out a third boat with fifteen ladies and gentlemen. When once upon the island it was found impossible, owing to the rapidity of the current, to return with the boats to the wreck, so the Captain dispatched two men to the Laprairie side in quest of canoes, the only species of craft available for the purpose. With the usual perverse greed of human nature, which preys upon misfortune, the canoe men haggled for the price of their services, asking as much as $2 a head for every person rescued from the imperiled steamer. Of course, there was no time to bargain, and the terms were accepted. The canoes then shot with the fountain of the waters. With marvelous bravery, consummate prudence, and indefatigable perseverence the hardy *canoteurs* succeed in taking off boat after boat, to the Isle-aux-Heron. All night long the dreary ferrying went on under the favoring light of the moon. The island contains only one house, but that was thrown open by the kindly host and hostess, and the ladies at least and a shelter from the blackness and damp of the night.

Early yesterday morning a pioneer boat was launched by Mr. Tanguay and Mr. Larocque, of Valleyfield, accompanied by Miss Larocque and Miss L. H. Masson, of Cote-au-Beau Landing, who floated the river for about three-quarters of an hour and landed at the second mile-post along the Lachine Road. Two boats followed, and in this way the whole of the passengers were brought to the mainland. Thence the ladies came to the city in carriages, and many of the gentlemen trudged on foot.

The passengers with whom we have conversed on the casually regard their escape as little short of miraculous. If the vessel had struck twenty feet further in the channel, where there were full twenty fathoms of water, they would all inevitably have perished in the rush of the rapids. The cause of the accident will, of course, be fully investigated, but we are informed that it lies in the fact that the boat took a sheer, in spite of the Captain and pilot. The conduct of the Captain is bitterly complained of by the passengers. Though his motive was doubtless good, it seems clear that he should not have been the first to leave his vessel, but should have remained to encourage the frightened passengers, maintain order, and watch the safety of those intrusted to his care. The baggage of the passengers will all be saved, as well as much of the cargo. The vessel itself is a total wreck. She is five or six years old, and is worth about $25,000. She belongs to the company of which Hon. L. Renaud and C. S. Rodier, Jr., Esq., are the chief directors. The work of salvage will proceed without delay. Messrs. A. Buntin & Co. had about $5,000 worth of paper on board.

A Mysterious Case—A Woman Found Insensible in the Streets.

At midnight on Thursday, Eliza Bateman, a native of Ireland, about thirty years of age, apparently a domestic, was found at the corner of Carmine and Bleecker streets, in a partially stupefied condition from a dose of laudanum, which it is supposed she had taken with suicidal intent. The woman was taken to the Mercer-street Police Station, and Police Surgeon Steele was summoned to attend her. Antidotes were administered, and after she had partially recovered she was sent to Bellevue Hospital. The woman refused to give any account of herself, except that she came from Norwalk, Conn. She had with her a band-box and several bundles. A phial, containing some laudanum, bearing the label of a Norwalk chemist, was also found in her possession. She would not give the police any reason for taking the poison, and appeared to be partially insane. Her condition is not considered at all serious.

Destructive Fire in Cortlandt-Street.

At 5½ o'clock yesterday morning, a fire broke out on the fifth floor of the six-story brick building, No. 63 Cortlandt-street, and before the flames could be extinguished the building and contents were badly damaged. The fourth, fifth, and sixth floors were occupied by the American Enameling and Decorating Company, whose loss on stock, machinery, &c., is estimated at $20,000; insured for $1,500 in the Lafayette Company. The third floor is occupied by the Combination Mop and Brush Manufacturing Company; loss on stock, &c., $5,000; insured. The second floor is let out as offices to a number of different persons. The occupants sustain trifling losses by water. The first floor is occupied by Geo. P. Brock, as a lager-beer saloon and restaurant; damage by water, $900; insured for $2,000 in the State of New-Jersey Insurance Company. The building is owned by Thomas Miller; damage, $4,000; no insurance. The fire was doubtless caused by an over-heated trim on the fifth floor.

FINANCIAL AFFAIRS.

Sales at the Stock Exchange—May 16.

SALES BEFORE THE CALL—10 A. M.

100	Pacific Mail	45¼	1100	Erie Railway	60¾
400	do	46	1000	do	60¾
200	do	46¼	400	do	59⅞
800	do	c. 46	200	do	59⅞
100	do	46¼	300	do	60
100	do	c. 46¼	400	do	59⅞
100	do	46¼	100	do	60
400	do	46¼	800	do	60
300	do	c. 46⅜	100	do	60⅛
1800	do	46¼	300	do	60
100	do	46¼	200	do	60
900	do	46¾	200	do	c. 60
400	do	46¾	100	do	60¼
300	do	46¾	100	do	60⅜
500	do	46¾	700	do	bd. 60¼
100	do	46¾	800	do	60⅜
200	Lake Shore	90⅝	200	Harlem Railroad	129¼
750	do	90⅜	100	do	60
300	Western Union	85⅞	200	do	119½
500	do	86⅜	100	Union Pacific	30¾
500	do	c. 86⅝	100	do	30¾
700	N. Y. C. & Hud	100¼	500	do	71
300	do	100⅜	400	do	31¼
400	do	100⅛	500	do	bl0. 31¼
100	Bos., H. & E	bd. 2¾	100	St. Paul Railroad	53⅝
200	do	c. 3	300	do	53⅝
100	Ohio and Miss	31⅜	800	do	55
10	do	32	300	do	55⅛
800	do	41⅛	300	C., C. & I. C	30⅞
100	do	bl. 41⅜	100	do	31
100	do	c. 41⅜	100	do	31⅛
200	do	42	400	do	31⅜
500	do	42¼			

GOVERNMENT STOCKS—10¾ A. M.

$12,000	U. S. 6s, C., '81	121⅛	49,0.0
1,000	U. S. 5-20 C., '65	118¾	10,000
2,500	U. S. 5-20 C., '64		15,500
	bet. call	118½	5,000
45,000	U. S. 5-20 C., '67	120¾	1,000

FIRST BOARD—10¾ A. M.

$10,000	Tenn. 6s, old	81¼	100	At. & P. Pref. b.c.	22¼
2,000	do	81¾	400	Ohio & Miss. b.c.	42¼
2,000	S. Car. 6s, new		100	do	c. 42
	Jan. & July	16	300	do	42
3,000	Missouri 6s	94¼	2,000	do	42
20,000	do	94	200	do	42
2,000	Ala. 8s, '83	87½	100	do	41¾
5,000	Georgia 6s	82¾	900	do	41¾
20,000	N. Y. S. 7s, 5 L. R.	109	100	Pac. M. S. S. Co.	47⅞
4,000	N. Y. C. 6s, '83	92	700	do	bet. call. 48¼
3,000	Erie 1s	101⅜	100	do	48¼
1,000	E., N. Y. & E. 1st	96	100	do	48¼
1,000	Mich. So. & N. I.	96	300	do	48¼
3,000	Mil. & St. P. 2d	77½	300	do	47¾
3,000	Chi. & Mil. 1st	90	400	do	47¾
3,000	B., C. R. & M. 1st	88	700	do	47¾
2,000	Can. So. 1st	94⅜	100	do	47¾
4,000	North Mo. 1st	91⅜	300	do	47¾
14	Bk. of America	132	1200	do	47¾
15	Bk. of Commerce	116	1200	do	47¾
6	Metrop. Bank	130	1200	do	47¾
25	Ninth Nat. Bank	104½	700	do	47¾
23	Del. & Hudson C.	115	800	do	47¾
10	American Ex	68	300	do	47¾
300	W. U. Tel., b.c.	68⅜	300	do	47¾
100	do	68⅝	210	Clev. & P. G., b.c.	67⅞
	do	68⅜		N. Y. C. & H. R.	100⅜
100	do	68⅜	100	do. bet. call.	100¼
500	do	68⅜	1200	do	100⅜
100	do	68	400	do	100⅜
100	do	68⅛	800	do	100⅜
100	do	68⅛	700	do	100⅜
100	do	68⅛	300	do	100⅜
100	do	68⅛	50	Union Pacific R.	31
200	do	68	1200	do. bet. call.	31¼
400	do	68⅛	100	do	31¼
100	do	68⅛	200	do	31⅜
200	do	68⅛	100	do	31⅜
100	do	68⅛	200	do	31⅜
100	do	68⅛	100	do	31⅜
100	do	68⅛	200	do	31⅜
100	do	68⅛	200	do	31⅜
100	do	68⅛	200	do	31⅜
2100	do	68⅛	2000	do	31⅜
800	do	68⅛	700	do	100⅜
100	do	68⅛	1500	do	100
800	do	68⅛	800	do	100⅜
400	do	68⅛	1000	do	100
100	do	68⅛	50	do	100⅜
200	do	68⅛	1700	do	99⅜
300	do	68⅛	1400	do	99⅞
700	do	68⅛	300	do	100
400	do	68⅛	200	Erie Railway	60⅜
800	do	68⅛	300	do	60⅜
100	do	68⅛	100	do	60⅜
700	do	68⅛	1000	do	60⅜
200	do

FINANCIAL.

FOR INVESTMENT.

It is universally conceded that carefully-selected FIRST MORTGAGE RAILROAD BONDS are not only SAFE, but are the MOST DESIRABLE SECURITIES for investment purposes. It is also an established fact that there are fewer instances of default in the Railroad than in any other of the great interests of the country.

These facts have been accepted as applying to the securities of Railroads generally, but they apply with greatly increased force in cases where the Roads have superior advantages in location, management and connections.

The Indianapolis, Bloomington, and Western Railway

possesses all the advantages here named, and has, in addition, a very large business already created and assured to it. The BONDS of this road now offered are GOLD, SEVEN PER CENT., CONVERTIBLE, are FULLY SECURED by a FIRST MORTGAGE on an extension of 217 miles, and are a liability of the entire line of 420 miles, of which four-fifths are completed.

The geographical position of the road is remarkably favorable. Commencing at Indianapolis its direction is west, and diverging at Champaign it has terminal points at Peoria on the Illinois River and on the Mississippi opposite Keokuk.

Net earnings of the division from Indianapolis to Pekin and Peoria are large, and have been for a considerable period greater than the amount required for interest on all bonds issued by the company.

Regular trains are running on more than 100 miles of the extension, and total receipts of the road for this year must be very satisfactory to all holders of its securities

The Earnings in 1872 were $1,359,690 55, an increase of $395,000 over 1871. It is expected they will reach $2,000,000 during the present year.

These Bonds have an INTRINSIC VALUE exceeding the present low price of 90 and INTEREST, and holders will find a POSITIVE ADVANTAGE in an early increase in the value of their investment Coupons January and July 1.

All NEGOTIABLE securities RECEIVED in exchange at best MARKET RATES.

Pamphlets, maps, and circulars furnished on application.

TURNER BROS., Bankers, 14 Nassau-st.

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY NEW SINKING FUND BONDS,

COUPON AND REGISTERED.

$6,000,000,

Bonds due Oct. 1, 1882, with Interest at Seven per Cent., payable semi-annually, April and October, at the office of the Union Trust Co. of New-York.

$600,000, or Ten Per Cent. of the Loan, to be retired annually by the Sinking Fund.

Coupon Bonds of.......... $1,000 each.
Registered Bonds of $1,000, $5,000, and $10,000 each.

Price, 94 and Accrued Interest.

ROBINSON, CHASE & CO., BANKERS, NO. 18 BROAD-ST.

VERMILYE & CO. BANKERS, 16 and 18 Nassau-st., New-York.

DEALERS IN ALL ISSUES OF GOVERNMENT SECURITIES.
FIRST-CLASS RAILROAD AND MUNICIPAL BONDS ALWAYS ON HAND FOR INVESTMENT.
BUY AND SELL ON COMMISSION RAILWAY STOCKS, BONDS, AND GOLD, MAKING LIBERAL ADVANCES.
INTEREST ON DEPOSITS.

HATCH & FOOTE BANKERS, 12 Wall-st., New-York.

WE RECEIVE DEPOSITS PAYABLE ON DEMAND, AND ALLOW INTEREST AT THE RATE OF FIVE PER CENT. PER ANNUM.

NEW-YORK Loan and Indemnity Co.,

No. 229 Broadway, corner Barclay-st. CAPITAL, $1,000,000.

Transact a GENERAL BANKING BUSINESS. Receive DEPOSITS subject to CHECK AT SIGHT, paying INTEREST on DAILY BALANCES.

Checks on this Company pass through Clearing-house.

Receive TRUSTS and FINANCIAL AGENCIES, keep transfer-books, register STOCKS, and act as TRUSTEES for RAILROADS, and other corporations and for individuals.

DIRECTORS.
H. H. VAN DYCK, President.
ANDREW McKINNEY, First Vice-President,
T. W. PARK, Second Vice-President,
PROSPER P. SHAW, Third Vice-President,
William B. Ogden, G. M. Van Nort, Charles Stanton, Alexander E. Orr, John H. Cheever, Aaron Claflin, Abel Denison, George H. Brown, George H. Bissell, Christopher Meyer, William H. Breeden, G. P. Lowrey, John Q. Hoyt, William H. Foster, William Foster, Jr.
JOHN T. BANKER, Secretary.

10 PER CENT. KANSAS SCHOOL BONDS.
10 PER CENT. NEBRASKA SCHOOL BONDS.
10 PER CENT. NEBRASKA BRIDGE BONDS.
8 PER CENT. BONDS, CITY ST. PAUL, MINN.
PRINCIPAL AND INTEREST PAYABLE IN NEW-YORK.
For sale by **FITCH, OTIS & CO.,** Bankers, No. 11 Pine-st., New-York.

FIRST MORTGAGE 8 PER CENT. BONDS, OF THE MILWAUKEE AND NORTHERN RAILWAY, COUPON AND REGISTERED; INTEREST JUNE AND DECEMBER.

We offer these bonds for sale at 90, and accrued interest, believing them to be a secure, as well as a profitable investment. Full particulars furnished on application.
VERMILYE & CO., Nos. 16 and 18 Nassau-st.
GREENLEAF, NORRIS & CO., No. 66 Exchange-place.

TO INVESTORS. No. 24 Nassau-st.

Mr. GEORGE K. SISTARE, having taken the lot of City stocks sold by the Controller on the 8th inst., is prepared to supply investors in amounts to suit. The bonds bear seven per cent. interest, and run thirty years.

New-York City stocks are about the best security in the world, preferable for some reasons to English consols or United States bonds.

JOHN MUNROE & CO., BANKERS, NO. 8 WALL-ST., NEW-YORK, ISSUE CIRCULAR LETTERS OF CREDIT ON MUNROE & CO., PARIS, AND ON THE CONSOLIDATED BANK, LONDON.

BROWN BROTHERS & CO., NO. 59 WALL-ST., issue COMMERCIAL and TRAVELERS' CREDITS AVAILABLE in all PARTS of the WORLD.

OFFICE OF THE NEW-YORK MUTUAL GAS-LIGHT COMPANY, NO. 36 UNION-SQUARE, (4TH-AV.,) NORTH-EAST CORNER 16TH-ST., NEW-YORK, May 8, 1873.

THE ANNUAL MEETING OF THE stockholders of the New-York Mutual Gas-light Company for the election of sixteen directors and three inspectors of election for the ensuing year, will be held at the office of the Company in the City of New-York, on Tuesday, May 20, 1873, the polls for which election will be opened between the hours of 12 M. and 1 o'clock P. M. of that day. The transfer-books of the Company will be closed for ten (10) days prior to said election. By order of the Board of Directors. CHARLES PLACE, Secretary.

INSURANCE SCRIP.—ATLANTIC, COMMERCIAL, AND UNION SCRIP, wanted by WM. C. GILMAN, No. 46 Pine-st.

FINANCIAL.

$5,000,000 TOLEDO, WABASH & WESTERN RAILROAD COMPANY'S 7 Per Cent. Mortgage Bonds.

PRINCIPAL AND INTEREST PAYABLE IN GOLD COIN.

Issued for the Purchase of Steel Rails.

Principal Due 1893. Interest Coupons Payable 1st February and 1st August, in City of New-York.

The Directors of this Trunk Line, between Toledo and St. Louis, comprising with its branches over 600 miles of completed road, have decided, in order to accommodate the great increase of traffic, to relay the ENTIRE LINE WITH STEEL RAILS, and for that purpose have issued $5,000,000 of 7 per cent. Mortgage Gold Bonds.

The steady increase of business over this line will be rapidly and greatly augmented by its connection with the Canada Southern Railroad, (which will be open for traffic in a few weeks,) rendering the substitution of steel rails a necessity.

The net earnings for the years 1871 and 1872, after paying the interest on the Mortgage debt of the company, were largely in excess of the amount necessary to pay the interest on this Mortgage.

The road has no floating debt. All the proceeds of these Bonds go to the permanent improvement of the property, experience having proved that by substituting steel for iron rails on roads doing so heavy a traffic the "saving" alone, without any allowance for increase of business, is sufficient to pay off at least four times the amount of this Mortgage before maturity. The advantage of employing steel rails is so great that all our Trunk Lines are adopting them to the exclusion of iron ones.

As the Bonds will only be issued so fast as the rails can be laid, we now offer for sale but $1,000,000, AT NINETY AND ACCRUED INTEREST IN CURRENCY.

The large earnings of this Road, with its future prospects, make this Bond, in our opinion, an undoubted security.

Winslow, Lanier & Co., NO. 27 PINE-ST.
Perkins, Livingston & Post, NO. 31 NEW-ST.

KNOBLAUCH & LICHTENSTEIN, No. 37 Broad-st., New-York, OFFER FOR SALE $200,000

7 Per Cent. First Mortgage Bonds, 30 YEARS TO RUN, OF THE **CENTRAL R. R. EXTENSION CO.** OF LONG ISLAND,

At 90 and accrued interest in currency.

The road runs from Farmingdale, the present terminus of the Central Railroad, to Babylon, on the South Shore of the Island. According to contract, the road will be finished by July 15, ready for this Summer's travel.

These Bonds being a *home security*, and among the best ever offered in this market, we take special pleasure in recommending them.

Pamphlets or further particulars will be promptly furnished on application.

George Opdyke & Co., Bankers, No. 25 Nassau-st., New-York, like an incorporated Bank, receive deposits subject to check at sight, with the additional advantage to Depositors of Interest on daily Balances.

BUFFALO CITY SEVEN PER CENT. "PUBLIC PARK" BONDS.

INTEREST PAYABLE JANUARY AND JULY, at the GALLATIN NATIONAL BANK. PRINCIPAL DUE 1923.

For sale by DANIEL A. MORAN, No. 40 Wall-st.

THE NEW-YORK AND OSWEGO MIDLAND RAILROAD COMPANY'S EQUIPMENT AND SINKING FUND MORTGAGE BONDS.

The subscribers will sell twenty Bonds of the above issue, $1,000 each, (Nos. 1,601 to 1,620, inclusive,) at public auction, at the Exchange Sales-rooms, No. 111 Broadway, in the City of New-York, on SATURDAY, the 17th day of May, 1873, at 12 o'clock noon.
A. J. BLEECKER, SON & CO., No. 77 Cedar-st.

STOLEN FROM THE SUBSCRIBER, the following Toledo Bonds: Having ten years to run, coupons payable at Importers' and Traders' National Bank, New-York, May 10 and Nov. 10, and signed by O. Klemm, City Auditor; bonds payable at Toledo City Treasurer Office, and signed by W. W. Jones, Mayor, G. W. Merrill, City Clerk; issued to Toledo Bridge Company: Nov. 9, 1872, No. 26, $1,000; Nov. 9, 1872, No. 27, $1,000; Nov. 9, 1872, No. 28, $1,000; Nov. 9, 1872, No. 29, $1,000; Nov. 9, 1872, No. 30, $1,000; Nov. 9, 1872, No. 31, $1,000; Nov. 9, 1872, No. 32, $1,000; Nov. 9, 1872, No. 33, $1,000; Nov. 9, 1872, No. 34, $1,000; Nov. 9, 1872, No. 37, $1,000; Nov. 9, 1872, No. 40, $1,000; Nov. 9, 1872, No. 75, $1,000; Nov. 9, 1872, No. 76, $1,000; Nov. 9, 1872, No. 77, $1,000; Nov. 9, 1872, No. 78, $1,000; Nov. 9, 1872, No. 87, $1,000. Have thirty years to run, with coupons attached, payable at Ocean National Bank, May 4 and Nov. 4, signed by H. S. Walbridge, Trustee; W. W. Jones, Mayor; G. W. Merrill, City Clerk; coupons signed by G. W. Merrill, City Clerk: May 4, 1870, No. 21, $50; May 4, 1870, No. 83, $1,000; May 4, 1870, No. 84, $1,000; May 4, 1870, No. 85, $1,000. Having two years to run, payable at Ocean National Bank, New-York; issued St. Clair Street Improvement; bond signed by W. W. Jones, Mayor, G. W. Merrill, City Clerk; coupons signed by O. Klemm, City Auditor: Nov. 5, 1871, No. 10, $1,000. And the following Lucas County, Ohio, Bonds: Having three years to run, payable at Lucas County Treasurer's Office, Sept. 13, 1873; payable to John McKinna; signed by J. S. Norton and T. S. Merrill, County Commissioners: Sept. 13, 1870, No. 1,058, $100. Four years to run, and payable to and signed as above: Sept. 13, 1870, No. 1,061, $260; Sept. 13, 1870, No. 1,062, $100; Nov. 15, 1869, payable to R. B. Gunn, due Sept. 1, 1873, $64 12; Sept. 6, 1870, No. 1,043, three years to run, payable to Charles G. Mallet, $188 50; Sept. 6, 1870, No. 1,044, four years to run, payable to Charles G. Mallet, $186 50. A liberal reward will be paid for their return. Payment has been stopped on all the above, and all persons are cautioned against negotiating or purchasing the same.
APRIL 5, 1873. V. H. KETCHAM, Toledo, Ohio.

NEW-YORK INSTITUTION FOR THE INSTRUCTION OF THE DEAF AND DUMB, NEW-YORK, May 12, 1873.

NOTICE IS HEREBY GIVEN THAT the annual meeting of the members, and the election of officers and directors of this institution, will be held at the institution, Washington Heights, on TUESDAY AFTERNOON, May 20, at 2 o'clock.

There will be an exhibition of pupils on the occasion, which life members are particularly invited to witness.

The Hudson River Railroad trains will convey members to the nearest station, 152d-st.
THATCHER M. ADAMS, Secretary.

ELECTION.—NOTICE IS HEREBY GIVEN that an election will be held at the office of the New-York Bridge Company, No. 21 Water-st., in the City of Brooklyn, on MONDAY, the 2d day of June next, at 12 o'clock noon, of that day, for fifteen Directors of said Company for the then ensuing year, and for two inspectors of election for 1874.

The transfer-books will be closed from May 3 to June 3, 1873.—Dated May 2, 1873.
HENRY C. MURPHY, President.
O. P. QUINTARD, Secretary.

NEW-YORK, May 2, 1873.

THE BOOKS FOR THE SUBSCRIPTION to the capital stock of the German-American Loan and Mortgage Company are now open, at the banking-house of Messrs. Heidelbach, Frank & Co., No. 52 Exchange-place. Ten per cent. of the amount subscribed must be paid at the time of subscription.
E. L. FRANK, CHAUNCEY VIBBARD, EMERSON FOOTE, } Commissioners.

TREASURY DEPARTMENT, OFFICE OF CONTROLLER OF THE CURRENCY, WASHINGTON, May 3, 1873.

NOTICE IS HEREBY GIVEN TO ALL persons who may have claims against "The Atlantic National Bank, of New-York," that they are called upon to present the same, and to make legal proof thereof to Charles E. Strong, Receiver, at the office of said bank, in New-York City.
JOHN JAY KNOX, Controller of the Currency.

OFFICE OF THE CUMBERLAND COAL AND IRON COMPANY, NEW-YORK, May 3, 1873.

NOTICE IS HEREBY GIVEN THAT the annual meeting of the stockholders of this Company for the election of a President and Board of Directors, and for the transaction of other business, will be held at the office of the Company, No. 52 Broadway, on MONDAY, the 2d day of June next, at 12 o'clock noon. The transfer-books will be closed from May 21 to June 3.
J. RICHARDS, Secretary.

A GENTLEMAN OF INFLUENCE CAN make $30,000 to $50,000 a year income without investing capital. Connection with capitalists of good position only necessary. Address with information as to abilities and social standing, to EPSILON, Box No. 122 *Times* Office.

FINANCIAL.

NOTICE TO INVESTORS. CHICAGO AND CANADA SOUTHERN. $5,000,000 7 PER CENT. GOLD BONDS

COUPON AND REGISTERED. INTEREST PAYABLE IN GOLD, APRIL AND OCTOBER.

THE CANADA SOUTHERN, or eastern end of this line, whose Bonds were so rapidly sold last Summer,

Is Now Finished,

and will be opened for business, in connection with the TOLEDO AND WABASH and other Western Roads at a very early day. The CHICAGO AND CANADA SOUTHERN, or western end of this line, is now being rapidly built, and the Company expect it to be finished during the present year.

THIS GREAT TRUNK LINE, when completed through, will be of immense advantage to the shipping interests of the Great West, being *Level, Straight* and thirty-three miles Shorter than any other route. Having connections with all the lines running into Buffalo at the East and Chicago at the West, and under the management of some of the most experienced railroad operators of the country, its success is rendered a certainty, and its Bonds must be a safe and profitable investment. It makes the shortest and best connections going West, both at Toledo and Detroit, and is the only Seven per Cent. Gold Bond on any through Trunk line now offered.

Pamphlets and all information furnished by

WINSLOW, LANIER & CO., BANKERS, NO. 27 PINE-ST.
LEONARD, SHELDON & FOSTER BANKERS, NO. 10 WALL-ST.

GEORGE OPDYKE & CO., NO. 25 NASSAU-ST., OFFER FOR SALE AND CONFIDENTLY RECOMMEND

LAKE ONTARIO SHORE RAILROAD FIRST MORTGAGE Seven per cent. Gold Bonds.
ST. LOUIS AND SOUTH-EASTERN CONSOLIDATED Seven per cent. Gold Bonds.
ATCHISON, TOPEKA, AND SANTA FE FIRST MORTGAGE Seven per cent. Gold Bonds.
ATCHISON, TOPEKA, AND SANTA FE LAND-GRANT Seven per cent. Gold Bonds.
EVANSVILLE CITY (Ind.) Seven per cent. BONDS.
COUNTY Seven per cent. BONDS, State of Kansas.
TOWN Seven per cent. BONDS, State of New-York.

SOUTH-SIDE RAILROAD OF LONG ISLAND SEVEN PER CENT. FIRST MORTGAGE BONDS DUE 1892.

FOR SALE BY **WM. & JOHN O'BRIEN,** No. 58 Wall-st.

AGENCY OF THE BANK OF BRITISH NORTH AMERICA, No. 52 Wall-street.

COMMERCIAL CREDITS issued for use in Europe, China and Japan, the East and West Indies, and South America. Also, Circular Letters of Credit for Travelers, available in all parts of the World.

Demand and Time Bills of Exchange, payable in London and elsewhere, bought and sold at current rates. Also, Cable Transfers.

Demand Drafts on Scotland and Ireland, also on Canada, British Columbia and San Francisco. Bills collected, and other Banking business transacted.
JOHN PATON, Agent.

7 TO 12 PER CENT.

We make a **Specialty** of County, City, and School District Bonds, **Guarantee Legality** of all Bonds sold, collect the coupons without charge, or take same as so much cash on sales. ☞ Send for Price List.

THE LAW OF MUNICIPAL BONDS, just published by our senior, should be in the hands of all interested in this class of securities. Two vols.; price $10. W. N. COLER & CO., No. 17 Nassau-st.

OFFICE OF THE DELAWARE AND HUDSON CANAL COMPANY, No. 71 BROADWAY, NEW-YORK, May 14, 1873.

AT AN ELECTION FOR MANAGERS of this company, held at this office on Tuesday, 13th inst., the following gentlemen were duly elected for the ensuing year:
CHARLES N. TALBOT, THOMAS DICKSON, ABIEL A. LOW, JOHN JACOB ASTOR, R. LENOX KENNEDY, THOMAS CORNELL, JAMES M. HALSTED, W. J. HOPPIN, LEGRAND B. CANNON, J. PIERPONT MORGAN, JAMES R. TAYLOR, GEO. CABOT WARD, ROBT. M. OLYPHANT.

And at a meeting of the board held this day, THOMAS DICKSON, Esq., was unanimously reelected President.
By order of the Board. GEORGE L. HAIGHT, Secretary.

OFFICE OF CHICAGO AND NORTH-WESTERN RAILWAY COMPANY, NO. 52 WALL-ST., NEW-YORK, April 30, 1873.

THE ANNUAL MEETING OF THE stockholders and bondholders of the Chicago and North-western Railway Company for the election of Directors pursuant to law, and for the transaction of such other business as may come before said meeting, will be held at the office of the Company, in the City of Chicago, on THURSDAY, the 5th of June next, at 1 o'clock P. M. Bondholders will authenticate their right to vote by presenting their voting bonds at the office of the Company, No. 52 Wall-st., New-York, for registration on or before the 5th of May proximo. JOHN F. TRACY, President.
C. R. MARVIN, Secretary.

OFFICE OF THE CANTON COMPANY, BALTIMORE, May 6, 1873.

NOTICE IS HEREBY GIVEN TO THE stockholders of this Company that their annual meeting, required by their charter and by-laws, will be held on THURSDAY, the 5th day of June next, at 11 o'clock A. M., at the office of the Company in the City of Baltimore, for the election of nine directors for the ensuing year. The stock-transfer-books of the Company will be closed on the 26th day of May next, and remain closed until after said election.
CHAS. J. BAKER, President.
WM. DEAN, Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW-YORK, May 3, 1873.

THE ANNUAL MEETING OF THE shareholders of the Illinois Central Railroad Company, for the election of directors and the transaction of other business, will be held at the office of the Company, in the City of Chicago, on WEDNESDAY, the 28th day of May instant, at 11 o'clock A. M. The transfer-books of the Company will be closed after the 14th instant until the 2d day of June next.

A subsequent closing for the new stock subscriptions will be duly announced.
L. A. CATLIN, Secretary.

THE CONTINENTAL RAILWAY Company.—The annual meeting of the stockholders of this Company, for the election of six Directors and the transaction of such other business as may legally come before the meeting, will be held at the Office of the Company, in the City of New-York, (No. 20 Nassau-st.,) on WEDNESDAY, June 18, 1873, at 12 o'clock M.

The transfer-books will be closed from the 9th to the 20th of June, both inclusive.
J. M. COLEMAN, Secretary.

INSTITUTION FOR THE SAVINGS OF MERCHANTS' CLERKS, May 8, 1873.

AT THE ANNUAL ELECTION, HELD this day, the following gentlemen were elected officers for the ensuing year:
A. Gracie King, President, in place of Moses H. Grinnell, resigned.
Benjamin R. Winthrop, First Vice President.
Matthew Maury, Second Vice President.
Charles A. Macy, Treasurer.
ANDREW WARNER, Secretary.

THE ANNUAL MEETING OF THE stockholders of the Mendota Mining Company of Lake Superior will be held at the Company's office, No. 65 Broadway, on WEDNESDAY, the 18th of June, 1873, at 3 P. M.
CHAS. J. WELLS, Secretary.
NEW-YORK, May 17, 1873.

LAND WARRANTS AND COLLEGE Land Scrip purchased and for sale by C. & G. WOODMAN, No. 30 Pine-st.

NEW-YORK BOARD OF FIRE UNDERWRITERS, ROOMS NOS. 156 AND 158 BROADWAY, NEW-YORK, May 8, 1873.

THE ANNUAL ELECTION FOR OFficers and standing committees of the New-York Board of Fire Underwriters will be held at the rooms of the Board, Nos. 156 and 158 Broadway, on MONDAY, May 19, 1873, between the hours of 12 o'clock M. and 1 o'clock P. M. WM. W. HENSHAW, Secretary.

FINANCIAL.

MIDLAND R. R. BONDS

For sale by ALLEN, STEPHENS & CO., Bankers, No. 25 Pine-st.

SAVINGS BANKS.

METROPOLITAN SAVINGS BANK, Nos. 1 AND 3, 3D-AV., N. Y. Opposite Cooper Institute.
ASSETS, $7,344,878 62.
T. W. LILLIE, Secretary. ISAAC T. SMITH, President.

BANKRUPT NOTICES.

DISTRICT COURT OF THE UNITED States for the District of New-Jersey.—In bankruptcy.—In the matter of WILLIAM H. ALLEN, bankrupt.—District of New-Jersey, ss.—A warrant in bankruptcy has been issued by the said Court against the estate of William H. Allen, of County of Union, who has been duly adjudged bankrupt upon petition of his creditors, and the payment of any debts and the delivery of any property belonging to said bankrupt, to him or to his use, and the transfer of any property belonging to him, are forbidden by law. A meeting of the creditors of said bankrupt to prove their debts and to choose one or more assignees of his estate, will be held at a Court of Bankruptcy, to be holden at New-Brunswick, in said district, on the 27th day of May, A. D. 1873, at 10 o'clock A. M. at the office of John C. Elmendorf, Esq., one of the Registers in Bankruptcy for said district.
SAMUEL PLUMMER, United States Marshal for said District.
Per JOHN C. BAILEY, Deputy.

IN BANKRUPTCY.—IN THE DISTRICT Court of the United States for the Southern District of New-York.—In the matter of DAVID M. GRIFFIN, bankrupt.—Notice is hereby given that a petition has been filed in said Court, by David M. Griffin, in said district, duly declared a bankrupt under the act of Congress of March 2, 1867, for a discharge and certificate thereof from all his debts, and other claims provable under said act, and that the 30th day of May, 1873, at 12 o'clock M., at the office of John Fitch, Register in Bankruptcy, No. 345 Broadway, in the City of New-York, is assigned for the hearing of the same, when and where all creditors who have proved their debts, and other persons in interest may attend, and show cause, if any they have, why the prayer of said petition should not be granted.—Dated New-York, on the 24th day of April, 1873.
GEORGE F. BETTS, Clerk.
WM. E. STIGER, Attorney for bankrupt, No. 15 and prices on seasonable goods generally showing Nassau-street, New-York City. my3-law3w8*

IN THE DISTRICT COURT OF THE United States, Southern District of New-York.—In the matter of ABRAHAM B. CLARK, bankrupt.—In Bankruptcy.—This is to give notice: That the fourth general meeting of the separate creditors of said bankrupt will be held at No. 4 Warren-street, in the City of New-York, on the 2d day of June, 1873, at 2 o'clock P.M., before I. T. Williams, Esq., Register, pursuant to an order made by said Register, for the purposes named in the twenty-seventh section of the Bankrupt act of March 2, 1867: also that my account of my receipts and payments on account of the separate estate of the said bankrupt was filed with said Register on May 14, 1873, and that at said meeting I shall apply for an order adjusting my said account, and determining the balance due thereon, and authorizing the payment of a dividend of seventeen (17) per cent. to creditors who have proved their claims, in addition to dividends to the amount of sixty-five (65) per cent. already declared and paid.—Dated New-York, May 16, 1873.
JOHN S. BEECHER, Assignee.

THIS IS TO GIVE NOTICE—THAT ON the 10th day of May, A. D. 1873, a warrant in bankruptcy was issued against the estate of JOHN R. SURBRUG, of the City of New-York, in the County of New-York, and State of New-York, who has been adjudged a bankrupt on his own petition; that the payment of any debts and delivery of any property belonging to such bankrupt, to him, or for his use, and the transfer of any property by him, are forbidden by law; that a meeting of the creditors of the said bankrupt, to prove their debts, and to choose one or more assignees of his estate, will be held at a Court of Bankruptcy, to be holden at No. 4 Warren-st., in the City of New-York, before Isaiah T. Williams, Register, on the 29th day of May, A. D. 1873, at 2 o'clock P. M. OLIVER FISKE, U. S. Marshal, as Messenger, Southern District of New-York.

IN THE DISTRICT COURT OF THE United States for the Southern District of New-York.—In the matter of MYER LOUDNER, bankrupt.—In Bankruptcy.—Before John Fitch, Register.—To whom it may concern: The undersigned hereby gives notice of his appointment as assignee of the estate of Myer Loudner, of New-York, in the County of New-York and State of New-York within said district, who has been adjudged bankrupt upon his creditors' petition by the District Court of said district.—Dated at New-York City, the 21st day of April, A. D. 1873. CHARLES WERNER, Assignee.
my3-law3w8* No. 10 Walker-st.

UNITED STATES DISTRICT COURT.—Southern District of New-York, ss.—In the matter of JOHN BLACK, bankrupt.—In Bankruptcy.—To whom it may concern: You are hereby notified that a third general meeting of the creditors of said bankrupt will be held at the office of James F. Dwight, Esq., Register in Bankruptcy, in charge of said case, No. 7 Beekman-street, New-York City, in said district, on the 5th day of June, 1873, at 2 o'clock P. M. of said day, for the purposes specified in sections 27 and 28 of the act of Congress entitled "An act to establish a uniform system of bankruptcy throughout the United States." Approved March 2, 1867.—Dated New-York, May 15, 1873.
IRA SMITH, JR., Assignee.

SURROGATE NOTICES.

SURROGATE'S COURT, COUNTY OF New-York.—Administration on the personal estate of PIERRE BERNARD BERGES, deceased, having heretofore been granted to Marie Victoire Berges and others by competent authority at Bordeaux, in the Republic of France, the place of domicil of said deceased, and administration on the personal estate of said deceased in the County of New-York having been applied for by Charles A. DuVivier, notice is hereby given to all creditors of said deceased, resident in the State of New-York, to present their claims to the said Charles A. Du Vivier, at the office of Coudert Brothers, No. 49 Wall-street, in the City of New-York, on or before the 4th day of August, 1873, at 11 o'clock in the forenoon of which day, and at which hour, the application aforesaid will be heard by the Surrogate of the County of New-York, at his office in the New County Court-house, in the City of New-York.—Dated New-York, Jan. 24, 1873.
ROBERT C. HUTCHINGS, Surrogate.
jan25-law6mF*

IN PURSUANCE OF AN ORDER OF Robert C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against JESSE W. BENEDICT, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business at the office of Boardman & Boardman, attorneys, Nos. 320 and 322 Broadway, in the City of New-York, on or before the 21st day of June next.—Dated New-York the 9th day of November, 1872.
FRANCES ANN BENEDICT, Executrix.
PETER CARTER and COLEMAN BENEDICT, } Executors.
n30-law6mSa*

IN PURSUANCE OF AN ORDER OF Robert C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against GUSTAV HEINRICH WITTHAUS, late of the City of New-York, merchant, deceased, to present the same, with vouchers thereof, to the subscriber, at the office of Rudolph August Witthaus, No. 34 West 35th-street, in the City of New-York, on or before the 27th day of September next.—Dated New-York, the 19th day of March, 1873.
JULIA CATHARINE WITTHAUS, RUDOLPH AUGUST WITTHAUS, FRANCIS TILLOU, EDWIN JULIUS WITTHAUS, GUSTAVUS HENRY WITTHAUS, JR., Executrix and executors.
m22-law6m-S*

IN PURSUANCE OF AN ORDER OF Robert C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against JOSHUA L. UNDERHILL, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, at the office of Underhill & Uhlhoeffer, No. 54 Wall-street, in the City of New-York, on or before the 20th day of May next.—Dated New-York, the 14th day of November, 1872. HENRY H. UNDERHILL, Executor.
n16-law6mS*

NOTICE IS HEREBY GIVEN, IN pursuance of an order of the Surrogate of the County of New-York, and according to law, to all persons having claims against ELIZABETH McLEOD, late of the City of New-York, deceased, that they are required to exhibit the same, with the vouchers thereof, to the subscriber, the executor of the last will and testament of the said deceased, at the subscriber's office and place of transacting business, No 74 (seventy-four) Broadway, in the City of New-York, on or before the 28th day of August next.—Dated New-York, the 21st day of February, 1873.
f22-law6mS. JOHN M. MASON, Executor.

IN PURSUANCE OF AN ORDER OF Robert C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against GEORGE NEWSCHAFER, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at her residence, No. 219 East Thirty-first-street, in the City of New-York, on or before the 22d day of July next.—Dated New-York, the 15th day of January, 1873.
CATHARINE NEWSCHAFER, Executrix.
SAMUEL W. TUTTLE, Proctor for Executrix.
ja18-law6mS*

IN PURSUANCE OF AN ORDER OF Robert C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against DAVID S. BROWN, late of the City of New-York, soap manufacturer, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of business, No. 10 Peck-slip in the City of New-York, on or before the 10th day of October next.—Dated New-York, the 3d day of April, 1873.
FRANKLIN BROWN, SAMUEL BROWN, Executors.
a5-law6wS*

IN PURSUANCE OF AN ORDER OF Robert C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against CHARLES K. TRASK, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of business, Nos. 5 and 6 Washington Market, in the City of New-York, on or before the first day of November next.—Dated New-York, the 18th day of April, 1873. GEO. H. CHASE, HALSEY W. KNAPP, } Executors.
ap26-law6mS*

IN PURSUANCE OF AN ORDER OF Robert C. Hutchings, Esq., Surrogate of the County of New-York: Notice is hereby given to all persons having claims against THOMAS BAILEY, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at the office of A. V. W. Van Vechten, No. 46 Pine-st., in the City of New-York, on or before the 15th day of October next.—Dated New-York, the 4th day of April, 1873.
ap5-law6mS* HANNAH BAILEY, Executrix.

STATIONERY.

SLOTE & JANES, STATIONERS, PRINTERS and blank-book manufacturers, No. 93 Fulton-st. Account-books made to any pattern.

SHIPPING.

WHITE STAR LINE,

FOR QUEENSTOWN AND LIVERPOOL, CARRYING THE UNITED STATES MAIL.

NEW AND FULL-POWERED STEAM-SHIPS, sailing from New-York on SATURDAYS, from Liverpool on THURSDAYS, calling at Cork Harbor each way.
ADRIATIC........SATURDAY, May 24, at 3 P. M.
BALTIC..........SATURDAY, May 31, at 8:30 A. M.
CELTIC..........SATURDAY, June 7, at 2 P. M.
OCEANIC.........SATURDAY, June 14, at 7½ A. M.
From White Star Dock, Pavonia Ferry, Jersey City.

Passenger accommodations (for all classes) unrivaled, combining

SAFETY, SPEED AND COMFORT.

Saloon, State-rooms, Smoking-room and Bath-rooms in MIDSHIP section, where least motion is felt. Surgeons and stewardesses accompany these steamers.

Rates—Saloon, $100, gold; steerage, $30, currency. Those wishing to send for friends from the old country can now obtain steerage prepaid certificates, $32 currency.

Passengers booked to or from all parts of America, to Paris, Hamburg, Norway, Sweden, India, Australia, China, &c.

Drafts from £1 upward.

For inspection of plans and other information apply at the Company's offices, No. 19 Broadway, New-York. J. H. SPARKS, Agent.

NATIONAL LINE OF STEAM-SHIPS.

WEEKLY TO QUEENSTOWN AND LIVERPOOL. FORTNIGHTLY TO LONDON DIRECT. From Piers Nos. 44 and 47 North River.

TO QUEENSTOWN AND LIVERPOOL.
CANADA, WEBSTER.....Saturday, May 17, at 9 A. M.
SPAIN, GRACE..........Saturday, May 24, at 3 P. M.
FRANCE, THOMSON.....Wed'day, May 28, at 3 P. M.
These steam-ships are

THE LARGEST IN THE TRADE.

Cabin passage.........$80, $90, $100, currency
Returns...............$160 and $180, currency
Steerage..............$29, currency
Prepaid steerage tickets from Liverpool, Queenstown, Londonderry, Glasgow, Cardiff, Bristol, or London.

CHEAPER THAN BY ANY OTHER LINE.

For further information apply at the Company's office, No. 69 Broadway. F. W. J. HURST, Manager.

ANCHOR LINE.

Steamers sail from Pier 20 North River, New-York, EVERY WEDNESDAY AND SATURDAY.

Anglia.......Sat., May 17	India..........Sat., June 7
Europa.......Sat., May 24	Olympia.....Wed., June 11
Trinacria....Wed., May 28	Australia....Sat., June 14
California....Sat., May 31	Columbia....Wed., June 18
Caledonia...Wed., June 4	Victoria.......Sat., June 21

The passenger accommodations on steamers of this line are unsurpassed for elegance and comfort. Cabin state-rooms are all on upper deck, thus securing good light and ventilation.

RATES OF PASSAGE TO GLASGOW, LIVERPOOL, OR LONDONDERRY.

	Sat. Steamers. Gold.	Wed. Steamers. Currency.
Cabins	$75 and $65	$75 and $65
Cabin return tickets, securing best accommodations.	$130	$130

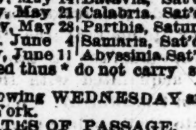
STEERAGE, $30, CURRENCY.

Tickets for passage to or from any seaport or railway station in Great Britain, Ireland, or the Continent issued at lowest rates.

Drafts for any amount at current rates.

Company's Offices, No. 7 Bowling-green, New-York. HENDERSON BROTHERS, Agents.

CUNARD LINE.



THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM-SHIPS, BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR. FROM NEW-YORK.

Algeria, Wed'day, May 14	Batavia, Sat'day, May 17
*Russia, Wed'day, May 21	Calabria, Sat'day, May 24
*Java, Wednesday, May 28	Parthia, Saturday, May 31
*Cuba, Wed'day, June 4	Samaria, Sat'day, June 7
*Scotia, Wed'day, June 11	Abyssinia, Sat'day, June 14

Steamers marked thus * do not carry steerage passengers.

And every following WEDNESDAY and SATURDAY from New-York.

RATES OF PASSAGE.

Cabin, $80, $100, and $130, gold, according to accommodation. Tickets to Paris, $15, gold, additional. Return tickets on favorable terms.

Steerage.........$30, currency

Steerage tickets from Liverpool and Queenstown and all parts of Europe at lowest rates. For freight and cabin passage apply at the company's office, No. 4 Bowling-green. For steerage passage at No. 111 Broadway, Trinity Building.
CHAS. G. FRANCKLYN, Agent.

PASSENGERS PER STEAM-SHIP BATAVIA embark from the Cunard Wharf, foot of Grand-st., Jersey City, at 9 A. M. on SATURDAY, 17th of May, 1873. CHAS. G. FRANCKLYN, No. 4 Bowling-green, New-York.

INMAN LINE FOR QUEENSTOWN AND LIVERPOOL.

Royal Mail Steamers are appointed to sail as follows:
CITY OF BROOKLYN....Saturday, May 17, 10 A. M.
CITY OF WASHINGTON.Thursday, May 22, 2 P. M.
CITY OF ANTWERP......Saturday, May 24, 2 P. M.
CITY OF LIMERICK......Thursday, May 29, 8 A. M.
CITY OF LONDON.......Saturday, May 31, 9 A. M.
and each succeeding SATURDAY and THURSDAY, from Pier No. 45 North River.

RATES OF PASSAGE.

CABIN, $85 and $100, gold, according to accommodations. Round trip tickets at low rates.

STEERAGE, to Liverpool, Queenstown, Glasgow, Londonderry, London, Bristol or Cardiff, $30. Prepaid certificates, $32, currency.

Passengers also forwarded to Havre, Hamburg, Sweden, Norway, Denmark and Paris, at reduced rates.

Drafts issued at lowest rates.

For Cabin Passage and general business apply at the Company's office, No. 15 Broadway.
For Steerage Passage, at No. 33 Broadway.
JOHN G. DALE, Agent.
Or to O'DONNELL & FAULK, No. 402 Chestnut-st., Philadelphia.
M. S. CREAGH, No. 102 State-st., Boston.
F. C. BROWN, No. 86 South Market-st., Chicago.
WM. INMAN, Liverpool, and No. 9 Rue Scribe, Paris.

STATE LINE STEAM-SHIP CO.

NEW-YORK TO GLASGOW, LIVERPOOL, BELFAST AND LONDONDERRY.

These elegant new Clyde-built steamers will sail from State Line Pier, Fulton Ferry, Brooklyn, N. Y., for Glasgow, via Londonderry, as follows:
VIRGINIA.........Wednesday, June 11
PENNSYLVANIA.....Wednesday, June 25
GEORGIA..........Wednesday, July 9

And every alternate Wednesday thereafter, taking passengers at through rates to all parts of Great Britain and Ireland, Norway, Sweden, Denmark, and Germany. Drafts for £1 and upward.

For freight or passage apply to AUSTIN BALDWIN & CO., Agents, No. 72 Broadway.

Steerage passage office, No. 45 Broadway.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAM-SHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.

The splendid vessels on this favorite route for the Continent will sail from Pier No. 50 North River as follows:
WASHINGTON.......ROUSSAN...Saturday, May 17
VILLE DE PARIS.....———.....Saturday, May 31
VILLE DU HAVRE...SURMONT...Saturday, June 14
PEREIRE.............DAURE.......Saturday, June 28

PRICE OF PASSAGE IN GOLD (including wine) TO BREST OR HAVRE.

First cabin.........$125 | Second cabin.........$75

Excursion tickets at reduced rates.

These steamers do not carry steerage passengers.

American travelers going to or returning from the Continent of Europe, by taking the steamers of this line, avoid both transit by English railway and the discomforts of crossing the Channel, besides saving time, trouble, and expense.
GEORGE MACKENZIE, Agent, No. 58 Broadway.

NOTE.—Railroad tickets between Paris and Vienna at reduced rates.

STEAMER WASHINGTON, FOR Brest and Havre, will leave Pier No. 50 North River, foot of Morton-st., on SATURDAY, May 17, at 9½ o'clock. Passengers are requested to be on board at 8½ o'clock. GEORGE MACKENZIE, Agent.

FOR LIVERPOOL. (VIA QUEENSTOWN,) CARRYING THE UNITED STATES MAILS.

THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY will dispatch one of their first-class full-power iron screw steam-ships from PIER NO. 46 NORTH RIVER, EVERY WEDNESDAY, as follows:
WYOMING, Capt. PRICE, Sr.......May 21, at 1½ P. M.
IDAHO, Capt. MORGAN.............May 28, at 3 P. M.
MINNESOTA, Capt. FREEMAN......June 4, at 12 M.
MANHATTAN, Capt. PRICE, Jr.....June 11, at 3 P. M.
WISCONSIN, Capt. T. F. FREEMAN.June 18, at 12 M.
NEVADA, Capt. FORSYTH...........June 25, at 3 P. M.

Cabin passage, $80, gold.

Steerage passage, (Office No. 29 Broadway,) $30, currency.

For freight or cabin passage apply to WILLIAMS & GUION, No. 63 Wall-st.

ATLAS STEAM-SHIP COMP'Y

MAIL SERVICE FOR WEST INDIES, HAVANA, VENEZUELA, AND SPANISH MAIN.

The Company's iron screw steamers are appointed to sail as follows: (Loading berth Pier No. 12 North River.) FOR HAVANA DIRECT, MANDINGO, Capt. SPENCE, 24th inst. For Turk's Island, Jamaica, and Savanilla, CLARIBEL, Capt. BAYLEY, 30th inst. For Hayti and Venezuela, ARIEL, 1,200 tons, June 5.

For freight and passage apply to PIM, FORWOOD & CO., General Agents, No. 56 Wall-st. and No. 59 Pine-st.

ATLAS STEAM-SHIP COMPANY. FOR LIVERPOOL DIRECT.

The full-powered and fast sailing iron screw-steamer JAMAICAN, 2,300 tons register, Commander, ROBERT WATSON, of the WEST INDIA AND PACIFIC ROYAL MAIL COMPANY'S line, will leave New-York on the 20th of May for Liverpool direct. Her passenger accommodation is unsurpassed for elegance and comfort. Only first-class passengers carried; fare $50 currency. For freight or passage, apply to PIM, FORWOOD & CO., No. 56 Wall, and No. 59 Pine-st.

NOTICE TO TRAVELERS.

Families or gentlemen going to travel on the Continent of Europe, who can afford the expense of a courier, should never leave Paris without one. Their services are invaluable in relieving the traveler from multiplicity of cares and troubles respecting passports, examination and conveyance of luggage, in securing the best accommodation, in protecting the traveler from imposition and an infinity of annoyances, to which they are exposed in various parts of the Continent. Competent and trustworthy couriers and traveling servants may always be obtained by applying to the COURIER SOCIETY, No. 3 Rue d'Alger, near the Tuileries Garden, Paris.

SHIPPING.

PACIFIC MAIL STEAM-SHIP COMPANY'S LINE TO

CALIFORNIA, JAPAN AND CHINA,

VIA PANAMA, CARRYING MAILS, PASSENGERS, AND FREIGHT TO ASPINWALL, PANAMA, SANTA MARTHA, GREYTOWN, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

May 20.—Steamer RISING STAR, Capt. J. B. HILDRETH will leave Pier No. 42 North River at 12 o'clock noon for Aspinwall direct, connecting at Panama with the steamer CONSTITUTION, Capt. ——, touching at Acapulco, Manzanillo and Mazatlan, and also connecting for all Central American and South Pacific ports. Departures of 10th and 20th each month from New-York connect with the Company's steamer, touching at San Benito, Tonala, Salina Cruz, and Port Angel. The splendid steam-ship COSTA RICA will leave San Francisco May 24, for Honolulu, Sandwich Islands.

One of the company's splendid steamers will leave San Francisco May 31, 1873, for Japan and China.

For rates of passage, freight, and all further information apply at Company's office on the pier, foot of Canal-st. F. R. BABY, Agent.

FOR SAVANNAH, GA., THE FLORIDA PORTS, AND THE SOUTH AND SOUTH-WEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.

CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD.

TUESDAYS, THURSDAYS AND SATURDAYS.

THE STEAM-SHIP MONTGOMERY, Capt. FAIRCLOTH, SATURDAY, May 17, from Pier No. 13 North River, at 3 P. M.
R. LOWDEN, Agent, No. 93 West-st.

SAN JACINTO, Capt. HAZARD, SATURDAY, May 17, from Pier No. 8 North River, at 3 P. M.
WM. R. GARRISON, Agent, No. 5 Bowling-green.

VIRGO, Capt. BULKLEY, TUESDAY, May 20, from Pier No. 16 East River, at 3 P. M.
MURRAY, FERRIS & CO., Agents, No. 62 South-st.

MAGNOLIA, Capt. CHEESEMAN, THURSDAY, May 22, from Pier No. 8 North River, at 3 P. M.
WM. R. GARRISON, Agent, No. 5 Bowling-green.

Insurance by this line ONE-HALF PER CENT.

Superior accommodations for passengers.

Through rates and bills of lading in connection with Central Railroad of Georgia to all points.

Through rates and bills of lading in connection with the Atlantic and Gulf Freight line.

C. D. OWENS, Agent A. & G. R. R., No. 229 Broadway. | GEORGE YONGE, Agent C. R. R., No. 409 Broadway

THE GREAT SOUTHERN FREIGHT AND PASSENGER LINE, FOR CHARLESTON, S. C., THE FLORIDA PORTS, AND THE SOUTH AND SOUTH-WEST.

Sailing every WEDNESDAY and SATURDAY at 3 P. M., from Pier No. 29, North River.
SOUTH CAROLINA, Capt. BECKETT, Wednesday, May 14.
CHAMPION, Capt. R. W. LOCKWOOD, Saturday, May 17.

Superior accommodations for passengers.

☞ Insurance by this line ONE-HALF PER CENT.

Goods forwarded free of commission.

Passage tickets and bills of lading issued and signed at the office of HENRY R. MORGAN & CO., Agents, No. 177 West-st., (corner of Warren.)

Through freight tariffs. Passage tickets by all routes and to all points in the South or South-west, and further information can be obtained at the office of BENTLEY D. HASELL, General Agent Great Southern Freight Line, No. 317 Broadway.

FOR ST. THOMAS AND BRAZIL.

RATES OF FREIGHT REDUCED.

UNITED STATES AND BRAZIL STEAM-SHIP COMPANY.

REGULAR MAIL STEAMERS sailing on the 23d of every month.
SOUTH AMERICA, Capt. TINKLEPAUGH.....May 23
ONTARIO, Capt. SLOCUM.....June 23
MERRIMACK, Capt. WEIR.....July 23

These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia, and Rio de Janeiro, going and returning. For engagements of freight or passage, apply to WM. R. GARRISON, Agent, No. 5 Bowling-green, New-York.

DIRECT LINE TO HAVANA.

HAVANA, PROGRESO AND VERA CRUZ.

New-York and Mexican Mail Steam-ship Line, leaving Pier 3 N. River, at 3 P. M., every Thursday.
CITY OF MEXICO, (Havana and Mexico,)..May 22
CITY OF HAVANA, (Havana only.)..........May 29
CITY OF MERIDA, (Havana only)...........June 5
CLEOPATRA, (Havana and Mexico)..........June 12

For freight or passage apply to F. ALEXANDRE & SONS, No. 33 Broadway.

FOR HAVANA VIA NASSAU.

CUBA, GEO. W. PALMER, at 3 P. M., WEDNESDAY, May 21. F. ALEXANDRE & SONS, No. 33 Broadway.

NEW-YORK AND HAVANA DIRECT MAIL LINE.

These first-class steam-ships will sail every TUESDAY, at 3 P. M., from Pier No. 13, North River, (foot of Cedar-st.,) for Havana direct, as follows:
Steam-ship MORRO CASTLE, TUESDAY, May 20.
Steam-ship CRESCENT CITY, TUESDAY, May 27.
Steam-ship WILMINGTON, TUESDAY, June 3.

Supplementary mail on Pier 2½ P. M. day of sailing.

For freight or passage (having magnificent accommodations) apply to WM. P. CLYDE & CO., No. 6 Bowling-green.
D. McKELLAR, Agent in Havana.
March 31, 1873.

UNITED STATES PASSPORT BUREAU.—United States passports, indispensable to travelers, issued by J. B. NONES, Passport Agent, No. 91 Duane-st., corner Broadway.

STEAMBOATS.

NARRAGANSETT STEAM-SHIP COMPANY.

FALL RIVER LINE

FOR BOSTON, via NEWPORT and FALL RIVER.

Daily, (Sundays excepted,) at 5 P. M., From Pier No. 28 North River, foot Murray-st.

The world-renowned steamers **BRISTOL and PROVIDENCE.**

Capt. A. G. SIMMONS. Capt. B. M. SIMMONS.

The most direct route to Taunton, Middleboro, Plymouth, New-Bedford, Martha's Vineyard, Nantucket, and all points on the South Shore and Cape Cod Railway. Also, through tickets to the WHITE MOUNTAINS, and all principal points in New-England and the Provinces. For tickets and state-rooms, apply at No. 241 Broadway; No. 529 Broadway, corner Spring; Broadway, corner 23d-st; Dodd's Express offices, No. 944 Broadway; and No. 10 Court-st., Brooklyn, or at the office on the pier.
A. P. BACON, Superintendent.
H. H. MANGAM, General Freight Agent.

HARTFORD BOATS.

NAVIGATION RESUMED To HARTFORD, MIDDLETOWN, and RIVER LANDINGS direct.

One of the steamers of this line, consisting of the STATE OF NEW-YORK, CITY OF HARTFORD, and GRANITE STATE, leaves Pier No. 24, Peck-slip, DAILY, (Sundays excepted,) at 4 o'clock P. M.

Freight taken for all points in the Valley, Connecticut, Western, and Fishkill Railroads, and forwarded promptly.

All persons are forbid trusting any one on account of these steamers without a written order from WM. H. GOODSPEED, Vice-President.
SAXTON & SEABURY, Freight Agents, 112 South-st.

CITIZENS' LINE FOR TROY.

Passage $1 50. The elegant steam-boats SUNNYSIDE and POWELL leave Pier No. 49 North River, foot of Leroy-st., daily, Saturdays excepted, at 6 o'clock P. M., connecting with morning trains on Rensselaer and Saratoga, New-York Central, and Troy and Boston Railroads for all points north, east, and west. The most direct route to Saratoga, Lake George, and Montreal. Through tickets sold and baggage checked to destination.
JOSEPH CORNELL, Superintendent.

STEAMER HELEN, FOOT OF FRANKLIN-st., for Red Bank and intermediate stations:

LEAVE NEW-YORK.	LEAVE RED BANK.
Wednesday, 14th 3:30 P. M.	Wednesday, 14th 7:00 A. M.
Friday, 16th.... 7:00 A. M.	Thursday, 15th. 8:00 A. M.
Saturday, 17th. 12:00 M.	Friday, 16th....11:30 A. M.
Tuesday, 20th...10:00 A. M.	Monday, 19th.... 9:30 A. M.
Wednesday, 21st 11:00 A. M.	Tuesday, 20th... 2:30 P. M.
Thursday, 22d.. 3:00 P. M.	Wednesday, 21st 3:30 P. M.

RONDOUT AND KINGSTON—LANDING at Cozzens', Cornwall, Newburg, Marlborough, Milton, Poughkeepsie, and Esopus. The steam-boats THOMAS CORNELL and JAMES W. BALDWIN leave Harrison-st., Pier No. 34 North River, daily, at 4 o'clock P. M.

FOR NORWALK AND DANBURY.—THE new steamer AMERICUS leaves daily foot of Market-st. at 2:45, and 33d-st. at 3 P. M., connecting with the Danbury Railroad.

FOR STAMFORD AND GREENWICH.—The steam-boat NELLY WHITE leaves daily from Pier No. 37 East River, at 3:30, and foot of 33d-st. at 3:45 P. M. Leaves Stamford at 7 A. M.

FOR BRIDGEPORT AND ALL POINTS on Housatonic and Naugatuck Railroad.—Fare, $1. Steamers leave Catharine-slip at 12 noon, and 12 night.

FOR NEW-HAVEN, HARTFORD, AND THE NORTH.—Steamers leave Peck-slip for New-Haven at 3:15 and 11 P. M., connecting with road

RAILROADS.

NEW-YORK, NEW-HAVEN AND HARTFORD RAILROAD.

Passenger Station in New-York, Grand Central Depot. Entrance on 42d-St.

TRAINS LEAVE NEW-YORK.

Boston Express via Springfield at 8:05 A. M., 3:05, and 8:05 P. M., via Shore Line at 12:20 and 9:07 P. M., all stopping at Stamford, South Norwalk and Bridgeport.

Trains for New-Haven leave at 7:05, 8:05 (Ex.), 11:35 A. M., 12:20, (Ex.), 3:05, (Ex.), 3:52, 4:35, 5:35, 8:05, (Ex.), 9:07 (Ex.) P. M. Additional to Bridgeport at 9:05 A. M. to South Norwalk at 6:35 P. M., and to Stamford at 10:05 A. M.; 2:30, 4:50, 6, and 7:20 P. M. The 8:05 P. M. Express stops at New-Rochelle and Port Chester, and the 9:07 P. M. Express at Mt. Vernon, Mamaroneck, and Rye.

Sunday Boston Mail Trains at 7:05 P. M. via Springfield and 9:07 P. M. via Providence.

Drawing-room cars on Day Express and Sleeping Cars on Night Express Trains.

Tickets can be purchased at ticket office of company at Grand Central Depot, or at offices of New-York Transfer Company, No. 944 Broadway, New-York, and No. 1 Court-st., Brooklyn; who will also check baggage from residence to destination.

For further information of particulars see posters at hotels and depots.
JOHN T. MOODY, Sup't of N. Y. and N. H. Div.

RAILROADS.

PENNSYLVANIA RAILROAD.

Trains leave New-York, from foot of Desbrosses and Cortlandt sts., as follows:

Express for Harrisburg, Pittsburg, the West and South, with Pullman Palace Cars attached, 9:30 A. M., 5, 7, and 8:30 P. M. Sunday, 5, 7, 8:30 P. M.

For Baltimore, Washington, and the South at 9 A. M., 1, 9 P. M. Sunday, 9 P. M.

Express for Philadelphia 8, 9, 9:30 A. M., 12:30, 1, 4, 5, 6, 8:30, 9 P. M., and 12 night. Sunday, 5, 8:30, and 9 P. M.

For Philadelphia, via Kensington, at 7 A. M. and 2 P. M.

Emigrant and second class, 7:15 P. M.

For Newark at 6, 6:40, 7, 7:40, 8:10, 9, 10, 11, 11:40 A. M., 12, 1, 2, 2:30, 3, 3:20, 3:40, 4:10, 4:30, 5:10, 5:20, 5:30, 5:50, 6, 6:10, 6:30, 7, 7:30, 8:10, 9, 10, 11:30, 12 P. M. Sunday, 5:30, 6, 8:10, 9 P. M.

For Elizabeth, 6, 6:30, 7, 7:40, 8, 8:10, 9, 10, 11, 11:40 A. M., 12 M., 12:30, 1, 2, 2:30, 3, 3:20, 3:40, 4, 4:10, 4:30, 5:20, 5:30, 5:50, 6, 6:10, 6:30, 7:30, 8:10, 10, 11:30, 12 P. M. Sunday, 5:30, 6, and 8:10 P. M.

For Rahway, 6, 6:30, 7, 8:10, 9:30, and 10 A. M., 12 M., 1, 2:30, 3, 3:20, 3:40, 4:10, 4:30, 5:20, 5:30, 5:50, 6, 6:30, 7:30, 8:10, 10 P. M., and 12 night. Sunday 5:30 and 6 P. M.

For Woodbridge and Perth Amboy, 6 and 10 A. M., 2:30, 3:40, 4:30, and 5:50 P. M.

For New-Brunswick, 7, 10 A. M., 12 M., 1, 2, 3, 4:10, 5:20, 6, 9 P. M., and 12 night. Sunday 5 and 9 P. M.

For East Millstone, 7 A. M., 12 M., 4:10 and 5:20 P. M.

For Lambertville and Flemington, 9 A. M. and 2 P. M.

For Phillipsburg and Belvidere, 2 and 4 P. M.

Accommodation for Bordentown, Burlington, and Camden, 7 and 9:30 A. M., 12:30, 2, 3, 4, and 6 P. M.

For Freehold, 7, 9 A. M., 2 and 4 P. M.

For Jamesburg, Pemberton, Camden, 9 A. M., and via boat from Pier No. 1, 2:45 P. M.

Trains arrive as follows: From Pittsburg, 6:50 A. M., 1:03 P. M., daily; 10:14 A. M. and 6:34 P. M., daily, except Monday. From Washington and Baltimore, 6:40 A. M., 4:54, 10:12 P. M.; Sunday 6:40 A. M. From Philadelphia, 5:21, 6:30, 10:14, 11:04, 11:54 A. M., 2:14, 3:54, 6:04, 8:43 P. M.; Sunday, 5:21, 6:50, 11:04 A. M.

Ticket offices, Nos. 526, 435, 271 and 944 Broadway; No. 1 Astor House, and foot of Desbrosses and Cortlandt sts. Emigrant Ticket-office, No. 8 Battery-place.
A. J. CASSATT, General Manager. D. M. BOYD, JR., Gen. Pass. Agent.

CENTRAL RAILROAD OF NEW-JERSEY.—Allentown Line to the West.—Passenger and Freight Depot in New-York, foot of Liberty-st.—Winter Arrangement—Commencing Dec. 16, 1872, leave New-York as follows:
6 A. M.—Way-train for Somerville.
7 A. M.—For Flemington, Easton, Bethlehem, Bath, Mauch Chunk, Wilkesbarre, Pittston, Mahanoy City, Mt. Carmel, Hazleton, Towanda, &c., with through cars to Williamsport; connects at Junction with Delaware, Lackawanna and Western Railroad.
9 A. M.—Morning Express, daily (except Sundays,) for Easton, Allentown, Harrisburg, and the West; connects at Somerville for Flemington; at Easton for Mauch Chunk, Wilkesbarre, Scranton, Towanda, Waverley, &c.
10:15 A. M.—Way-train for Somerville.
12 M.—Way-train for Somerville.
12:50 P. M.—For Flemington, Easton, Bath, Allentown, Mauch Chunk, Mahanoy City, Hazleton, Wilkesbarre, Scranton, Reading, Columbia, Lancaster, Pottsville, Harrisburg, &c.
2:30 P. M.—For Easton, Bethlehem, and Allentown.
3:15 P. M.—For Plainfield.
4 P. M.—For Easton, Allentown, and Mauch Chunk; connects at Junction with Delaware, Lackawanna, and Western Railroad.
4:30 P. M.—For Somerville and Flemington.
5 P. M.—For Somerville.
5:15 P. M.—For Plainfield.
5:30 P. M.—Evening Express, daily, for Easton, Bethlehem, Allentown, Reading, Harrisburg, Pittsburg, and Chicago.
6 and 6:45 P. M.—For Somerville.
7:30 P. M.—(Emigrant)—For Easton.
9 and 11 P. M.—For Plainfield.
For Elizabeth at 6, 6:40, 7, 7:15, 8, 8:45, 9, 9:30, 10:15, 11, 11:45 A. M.; 12 M., 12:50, 1, 2, 2:30, 3, 3:15, 3:45, 4, 4:15, 4:30, 4:45, 5, 5:15, 5:30, 5:45, 6, 6:20, 6:45, 7:15, 7:30, 8:10, 9, 10, 11, 12 P. M.
R. E. RICKER, Superintendent and Engineer.
H. P. BALDWIN, General Passenger Agent.

LONG ISLAND RAILROAD COMPANY.

On and after MONDAY, May 12, trains will leave James-slip as follows: Leave 34th-st., East River, fifteen minutes later.
7:30 A. M., Greenport and Sag Harbor, mail and Rockaway excursion trains.
9:30 A. M., Port Jefferson, Locust Valley, and Rockaway excursion trains.
12 M., Jamaica express train.
3 P. M., Rockaway express train.
3:30 P. M., Greenport, Sag Harbor, and Locust Valley express trains.
5 P. M., Port Jefferson, Locust Valley, and Rockaway express trains.
6 P. M., Northport, Locust Valley, and Rockaway accommodation trains.

Trains connect at Jamaica with East New-York; and at Mineola with Hempstead.

On THURSDAYS a special train for St. John's Land will leave James-slip at 7:30 A. M. Returning, will leave St. John Land at 4:47 P. M.

Sunday trains leave Hunter's Point as follows:
9 A. M., Port Jefferson, Northport, and Locust Valley excursion trains.
9:30 A. M., Rockaway excursion train.
12:30 P. M., Rockaway excursion train.
7 P. M., Northport and Rockaway trains.
7:30 P. M., Rockaway accommodation train.

NEW-YORK CENTRAL & HUDSON RIVER RAILROAD.

Commencing on Monday, Nov. 4, 1872. Through Trains will leave Grand Central Depot.
8.00 A. M., Chicago and Montreal Express, with drawing-room cars through to Rochester and St. Albans.
10.30 A. M., Special Chicago Express, with drawing-room cars to Buffalo and Niagara Falls.
10.45 A. M., Northern and Western Express.
3.40 P. M., Special Express for Albany and Troy.
4.00 P. M., Montreal Express, with sleeping-cars from New-York to St. Albans.
6.00 P. M., Express, daily, with sleeping-cars for Watertown and Canandaigua.
8.00 P. M., Pacific Express, with sleeping-cars for Rochester, Buffalo and Niagara Falls; also, for Chicago via both L. S. and M. C. Railroads. This train runs on Sundays.
11.00 P. M., Express, with sleeping-cars for Troy and Albany.
C. H. KENDRICK, General Passenger Agent.

EXCURSIONS.

FOR EXCURSIONS. SALOON STEAMER WYOMING. Barges, SARAH SMITH, CALEDONIA, REPUBLIC, and J. R. BALDWIN.

Oriental Grove, Excelsior Park, Englewood, and other Groves to let.

Also, Tug-boats such as desired.

Office 353 West-st., opposite Christopher-st. Ferry. H. B. CROSSETT.

FOR EXCURSIONS.—THE FIRST-CLASS steam-boats JESSE HOYT and NORWALK, Dudley's Grove, Iona Island, Alderney Park, Myers' Grove, Raritan Beach, and Spring Hill Groves. Barges SANDS, HASKETT, MYERS, MORTON, ANNA, and others, with steam-boats of all kinds. J. & E. MYERS, corner Morton and West sts., up-stairs.

DIVIDENDS.

OHIO AND MISSISSIPPI RAILWAY COMPANY, OFFICE, NO. 261 BROADWAY, NEW-YORK, May 14, 1873.

THE SEMI-ANNUAL INTEREST DUE June 1, 1873, on the Preferred Stock of the Ohio and Mississippi Railway Company, will be paid on and after June 2, at the office of the Company, No. 261 Broadway, New-York. The transfer-books of the preferred stock will be closed on May 21, at 2 o'clock P. M. and reopen June 4, at 10 o'clock A. M.
By order of Executive and Finance Committee.
W. M. WALTON, Secretary.

ADAMS EXPRESS COMPANY, NO. 59 BROADWAY, NEW-YORK, May 14, 1873.

THE BOARD OF MANAGERS OF this Company have this day declared a dividend of TWO DOLLARS PER SHARE, payable on and after June 2, to stockholders of record at the closing of the transfer-books.

The transfer-books will be closed from 3 P. M. May 20 to the morning of June 3.
I. C. BABCOCK, Treasurer.

COPARTNERSHIP NOTICES.

DE FOREST & CO.—THE UNDERsigned, desirous of forming a limited partnership under the statutes of the State of New-York, hereby certify:

First—That the name or firm under which such partnership is to be conducted is DE FOREST & CO.

Second—That the general nature of the business intended to be transacted by such partnership is the stock brokerage business, wholly on commission, including the buying and selling, on commission, of stocks, bonds, gold, and securities, in the City of New-York.

Third—That the names of all the general and special partners interested in said partnership are as follows: ALBERT H. DE FOREST, HOMER M. WILLIAMS, who respectively reside in the City, County, and State of New-York, and JAMES B. BACH, who resides in the City of Brooklyn, in the County of Kings, and State of New-York, are the general partners; and HENRY N. SMITH and ORLANDO W. JOSLYN, who respectively reside in the said City, County, and State of New-York, are the special partners.

Fourth—That the said HENRY N. SMITH has contributed the sum of $75,000, and the said ORLANDO W. JOSLYN the sum of $25,000, as capital to the common stock.

Fifth—That the period at which the said partnership is to commence is the 15th day of May, 1873, and the period at which the said partnership is to terminate is the 15th day of May, 1874.—Dated this 15th day of May, 1873.
ALBERT H. DE FOREST.
H. M. WILLIAMS.
JAS. B. BACH.
HENRY N. SMITH.
O. W. JOSLYN.

JOSLYN, BACH & CO.—NOTICE IS hereby given that the limited partnership of JOSLYN, BACH & CO., composed of the undersigned, ORLANDO W. JOSLYN, HOMER M. WILLIAMS, and JAMES B. BACH, as general; HENRY N. SMITH and ALBERT H. DE FOREST as special partners, is dissolved by mutual consent, on and after the 15th day of June, 1873.
NEW-YORK, May 15, 1873.
O. W. JOSLYN.
JAS. B. BACH.
H. M. WILLIAMS.
HENRY N. SMITH.
ALBERT H. DE FOREST.

No. 7 NEW-ST., NEW-YORK, May 15, 1873.

THE FIRM EXISTING UNDER THE name of DE FOREST & MARSTON is this day dissolved by mutual consent, either party signing in liquidation.
A. H. DE FOREST,
O. H. MARSTON.

DISSOLUTION OF COPARTNERSHIP.—The copartnership heretofore existing under the firm name of F. D. COBB & CO. is this day dissolved by mutual consent.
NEW-YORK, May 12, 1873.
F. D. COBB,
CHAS. A. LAMBARD.

LOST AND FOUND.

$300 REWARD AND NO QUESTIONS asked—for the return of one pair diamond ear-rings, one diamond breast-pin, and two diamond single-stone rings, taken from No. 318 West 28th-st.

PROPOSALS.

PROPOSALS FOR MILITARY SUPPLIES.

HEAD-QUARTERS DEPARTMENT OF THE SOUTH, OFFICE CHIEF QUARTERMASTER. LOUISVILLE, Ky., May 13, 1873.

SEALED PROPOSALS (in triplicate), under the usual conditions, will be received at this office, and also at the offices of the United States Quartermasters at the several posts named below, until 12 o'clock M. on Wednesday, the 18th day of June, 1873, for furnishing military supplies during the fiscal year beginning July 1, 1873, and ending June 30, 1874, as follows:

AT ATLANTA, GA.

600 cords wood, 15,000 pounds corn, 55,000 pounds oats, 125,000 pounds hay, 60,000 pounds straw.

AT AUGUSTA, GA.

75 cords wood, 2,000 pounds corn, 7,000 pounds oats, 11,150 pounds hay, 5,000 pounds straw.

AT CHARLESTON, S. C.

800 cords wood, 200,000 pounds anthracite coal, 800,000 pounds oats, 200,000 pounds hay, 160,000 pounds straw.

[Proposals will state the prices delivered at the yard or depot; also the prices for wood and coal delivered where required within city limits, and for forage and straw delivered either at the wharf or railroad depot, free of expense to the United States.

AT CHATTANOOGA, TENN.

200 cords wood, 250,000 pounds bituminous coal, 10,000 pounds corn, 100,000 pounds oats, 130,000 pounds hay, 60,000 pounds straw.

AT COLUMBIA, S. C.

800 cords wood, 80,000 pounds oats, 120,000 pounds hay, 50,000 pounds straw.

AT CHARLOTTE, N. C.

200 cords wood, 25,000 pounds oats, 35,000 pounds hay, 30,000 pounds straw.

AT FRANKFORT, KY.

200 cords wood, 200,000 pounds bituminous coal, 10,000 pounds corn, 15,000 pounds oats, 25,000 pounds hay, 15,000 pounds straw.

AT FORT PULASKI, GA.

750 cords wood, 30,000 pounds oats, 40,000 pounds hay, 40,000 pounds straw.

AT FORT JOHNSTON, N. C.

100 cords wood, 16,000 pounds oats, 20,000 pounds hay, 12,000 pounds straw.

AT FORT MACON, N. C.

300 cords wood, 6,000 pounds oats, 2,500 pounds corn, 12,000 pounds hay, 15,000 pounds straw.

AT HUMBOLDT, TENN.

200 cords wood, 12,000 pounds corn, 12,000 pounds oats, 20,000 pounds hay, 15,000 pounds straw.

AT LOUISVILLE, KY.

1,000,000 pounds Pittsburg coal, 10,000 pounds corn, 120,000 pounds oats, 160,000 pounds hay, 40,000 pounds straw. The coal to be delivered at residences of officers in this city, in quantities as required from time to time.

AT LEBANON, KY.

150 cords wood, 150,000 pounds bituminous coal, 20,000 pounds corn, 40,000 pounds oats, 80,000 pounds hay, 25,000 pounds straw.

AT LANCASTER, KY.

100 cords wood, 150,000 pounds bituminous coal, 20,000 pounds corn, 8,000 pounds oats, 40,000 pounds hay, 27,000 pounds straw.

AT HUNTSVILLE, ALA.

200 cords wood, 30,000 pounds corn, 30,000 pounds oats, 85,000 pounds hay, 25,000 pounds straw.

AT MOBILE, ALA.

200 cords wood, 50,000 pounds corn, 75,000 pounds oats, 150,000 pounds hay, 60,000 pounds straw.

AT NEW ORLEANS, LA.

75 cords wood, 25,000 pounds oats, 36,000 pounds hay, 2,000 pounds straw.

AT NASHVILLE, TENN.

200 cords wood, 15,000 pounds corn, 60,000 pounds oats, 35,000 pounds hay, 40,000 pounds straw.

AT NEWBERRY, S. C.

100 cords wood, 35,000 pounds oats, 45,000 pounds hay, 13,800 pounds straw.

AT RALEIGH, N. C.

200 cords wood, 75,000 pounds oats, 100,000 pounds hay, 40,000 pounds straw.

AT SAVANNAH, GA.

120 cords wood, 200,000 pounds anthracite coal, 8,000 pounds oats, 10,000 pounds hay, 8,000 pounds straw.

AT ST. AUGUSTINE, FLA.

250 cords wood, 25,000 pounds oats, 35,000 pounds hay, 30,000 pounds straw.

AT SPARTANBURG, S. C.

200 cords wood, 20,000 pounds oats, 30,000 pounds hay, 10,000 pounds straw.

AT SUMTER, S. C.

200 cords wood, 7,000 pounds straw.

AT YORKVILLE, S. C.

200 cords wood, 30,000 pounds oats, 30,000 pounds hay, 15,000 pounds straw.

The above are the estimated quantities that will be required according to the present distribution of troops, but the Government reserves the right to increase or diminish the same at any time during the continuance of the contract.

Bids for any portion of the supplies will be entertained, but bids for Fuel and Forage should be made separately. Bidders will please state explicitly the kind of articles they propose to furnish, the rate for each, in bulk and packed; Hay and Straw loosest baled, &c.

Contracts will be awarded, after the bids from all the posts have been received at this office, to the lowest responsible bidder for each post and each kind of supply.

The Government reserves the right to reject any or all bids.

Firms bidding for supplies will please state the full name of each member.

Payments for supplies will be made monthly, if in funds, or as soon thereafter as funds for the purpose are received.

Blank proposals and any additional information can be had in person or by letter, on application to the quartermasters at the various posts, or this office.

JAMES A. EKIN,
Deputy Quartermaster-General United States Army, Chief Quartermaster Department of the South.

PROPOSALS FOR POST-OFFICE ENVELOPES.

POST-OFFICE DEPARTMENT, WASHINGTON, D. C., May 14, 1873.

SEALED PROPOSALS will be received at this Department until THURSDAY, the 19th day of June, 1873, at 12 o'clock M., for furnishing, in such quantities and at such times as may be required, the following-described Post-office Envelopes, for a period of one year, commencing on the 1st day of July, 1873, to wit:

FOR OFFICIAL LETTERS AND RETURNS.

No. 1, size 3½ by 6¼ inches; estimated number required annually, 5,000,000.

No. 2, size 3½ by 6¼ inches; estimated number required annually, 750,000.

No. 3, size 4 by 9 inches; estimated number required annually, 1,250,000.

No. 4, size 4½ by 10½ inches; estimated number required annually, 500,000.

FOR REGISTERED PACKAGES.

No 5, size 5 by 10½ inches; estimated number required annually, 4,000,000.

The estimates given are intended as a guide to bidders. They are based upon the supposition that more or less of each kind, as the service may demand.

Bids must be made for each kind of Envelope (official and registered packages) separately, and the contract will be awarded for each kind to the lowest responsible bidder.

Samples of the different sizes and styles of Envelopes required, together with blank forms of bids, will be furnished upon application to the Third Assistant Postmaster-General.

The Envelopes must strictly conform in size, quality of paper, gumming, and make, to the samples, the gumming or the fastening of the lappets to be done in the best manner by hand. The Envelopes are to be folded in parcels of twenty-five, packed in strong pasteboard or screw boxes, securely bound with linen or cotton cloth at the ends and edges, each to contain not less than 250 of most No. 1, and not less than 100 of each of the other sizes, or otherwise, as may be ordered, the boxes to be wrapped in strong Manila paper and corded, or tied with tape, as the best safe transportation by mail to postmasters. When so required to be delivered at the Department, the wrapping may be dispensed with, at the discretion of the Postmaster-General.

When 2,500 or more Envelopes are required to fill the order of a large city postmaster, they are to be ordered to be sent to the Post-office Department, they must be packed in strong wooden cases and properly addressed, when less than 2,000 are required to be sent by mail, proper boxes, at the discretion of bidder, placed on each package; all to be done by the contractor without additional charge.

The Envelopes must be delivered in such quantities as may from time to time be required by the special orders of postmasters or of the Department, and be designed either at the post-office in the city where the accepted bidder resides, or at this Department, as the Postmaster-General may direct, with the view to the packing, labeling, and delivering; the whole to be done under the inspection and supervision of an agent of the Department.

All the Envelopes herein described must bear such printing as the Postmaster-General may direct, and the Registered Package Envelopes will be required to be printed in vermilion or some other approved colored ink.

The Postmaster-General reserves the right to reject any and all bids, if in his judgment the interests of the Government require it.

Each proposal must be signed by the individual or firm making it, and be accompanied by a guarantee certified to be responsible and sufficient by the Postmaster or United States Attorney where the bidder resides, that the bidder shall, in case the contract being called upon to do so, execute a contract to furnish promptly, and in quantities as ordered, the articles or articles awarded to him, to be accompanied by bond with approved security in a penalty of not less than twice the contract price of all the articles estimated to be furnished by said bidder, conditioned upon the faithful performance of the same.

Proposals unaccompanied by such guarantee will not be considered.

The Postmaster-General reserves to himself the right to annul the contract if in his judgment there shall be a failure to perform faithfully any of its stipulations, or in case of a wilful attempt to impose upon the Department. Envelopes inferior to samples. The failure to comply with any one order under the contract will operate as a forfeiture of the entire penalty under the seventeenth section of the act of Congress approved Aug. 26, 1842, entitled "An act regulating and making appropriations for sundry civil expenses," and have been usually included in the contract bonds, which, with the authority of law and in accordance with the usual practice of the Departments and offices of the Government, and for other purposes, the United States Attorney-General, or other officer charged with the defence in open courts of such causes as the Envelopes as shall be necessary to supply the deficiency caused by such failure, and charge the contractor or contractors fifty per centum of the price, as the claim found necessary to pay for such articles.

Bids should be securely enveloped and sealed, marked "Proposals for Post-office Envelopes," and addressed to the Third Assistant Postmaster-General, Post-office Department, Washington, D. C.

JOHN A. J. CRESWELL,
Postmaster-General.

PROPOSALS FOR ERECTING A MONUMENT.

The committee appointed to erect a State "Soldiers' Monument," at Beverly, N. J., will receive plans and proposals until June 1, 1873, for the erection of said monument. The height must be not less than 50 feet; material, marble or granite; the shaft surmounted by a "soldier-at-rest," or other patriotic design; cost not to exceed $10,000, exclusive of foundation or sub-base. Designs must be submitted with proposals, and inclosed in the corner. No designs will be paid for separately; the whole to be paid for when completed. The committee reserve the right to reject any or all proposals.

Address
JOHN JAMESON, Chairman,
or
E. P. TOWNSEND, Secretary,
Beverly, Burlington County, N. J.

IMPROVING CHANNEL OF DELAWARE RIVER AT FORT MIFFLIN BAR.

UNITED STATES ENGINEER OFFICE, NO. 1,322 CHESTNUT ST., PHILADELPHIA, Penn., May 10, 1873.

Sealed proposals, in duplicate, with a copy of this advertisement attached to each, will be received at this office until 12 o'clock M. of WEDNESDAY, June 11, 1873, for removing by dredging from the bar in the Delaware River near Fort Mifflin 140,000 cubic yards, more or less, of sand and gravel.

Forms, specifications, &c., will be supplied from this office, where the map of the locality may be seen. The right to reject any bid is reserved.

J. D. KURTZ, Lieutenant-Colonel of Engineers.

PROPOSALS.

PROPOSALS FOR SUPPLIES.

HEAD-QUARTERS MARINE CORPS, QUARTERMASTER'S OFFICE, WASHINGTON, May 1, 1873.

SEALED PROPOSALS will be received at this office until 2 o'clock P. M. of THURSDAY, the 12th day of June next, for furnishing to the United States Marine Corps, during the fiscal year ending the 30th of June, 1874, the following Supplies, to be delivered at the office of the Assistant Quartermaster Marine Corps, Philadelphia, Penn., free of expense to the United States.

The delivery of the articles to commence within seventy days, and the entire quantity to be delivered within six months from the date of contracts.

This office reserves the right to accept bids for the whole, a part, or an article of a class, as may be deemed best for the interest of the Government.

CLASS NO. 1.

12,000 yards sky-blue Kersey, all wool, 54 inches wide, (exclusive of selvedge,) to weigh 22 ounces to the yard, (indigo wool dyed,) with white woolen selvedge.

2,400 yards dark blue Kersey, all wool, 54 inches wide, (exclusive of selvedge,) to weigh 22 ounces to the yard, (indigo wool dyed,) with white woolen selvedge.

2,800 yards dark blue Twilled Cloth, all wool, 54 inches wide, (exclusive of selvedge,) to weigh 22 ounces to the yard, (indigo wool dyed,) with white woolen selvedge.

200 yards Scarlet Cloth, all wool, 54 inches wide, (exclusive of selvedge, to weigh 16 ounces to the yard, (cochineal dyed,) with white woolen selvedge.

CLASS NO. 2.

3,000 yards dark blue Flannel, for overcoats, all wool, (indigo wool dyed,) 54 inches wide, (exclusive of selvedge,) to weigh 12 ounces per yard, with white woolen selvedge.

14,000 yards dark blue Flannel, for shirts, all wool, (indigo wool dyed,) 27 inches wide, (exclusive of selvedge,) to weigh 6 ounces per yard, with white woolen selvedge.

1,200 gray Blankets, all wool, to weigh 4 pounds each, to be 7 feet long and 5 feet wide, and free from grease.

4,500 pairs Woolen Socks, three sizes, properly made, of good fleece wool, with double and twisted yarn, to weigh 8 pounds per dozen pairs, free from grease.

CLASS NO. 3.

4,000 yards white Linen, for pants, 30 inches wide, to weigh 13 ounces per yard.

6,000 yards white Linen, for shirts, 30 inches wide, to weigh 11 ounces per yard.

15,000 yards Canton Flannel, for drawers, 27 inches wide, to weigh 6 ounces per yard.

4,000 yards Cotton Ticking, for bed-sacks, 36 inches wide.

CLASS NO. 4.

800 Uniform Caps, complete, except pompons.

1,200 Pompons, red worsted, ball shaped, and 5 inches in circumference.

2,800 Fatigue Caps, with covers, to be made of blue cloth, (indigo wool dyed,) with ornaments.

1,200 Stocks.

500 Fatigue Cap Ornaments.

CLASS NO. 5.

150 gross Buttons, (eagle.)

50 gross Jacket Buttons, (eagle.)

25 gross Vest Buttons, (eagle.)

1,000 sets Epaulette Buttons.

2,000 yards Yellow Binding.

3,000 yards Red Cord.

10 Swords for musicians, complete.

20 Swords for sergeants, complete.

12 Drums, complete.

120 Batter Drum Heads.

120 Snare Drum Heads.

100 Drum Cords.

60 pairs Worm Screws.

25 box-wood B Flats.

50 pairs Drumsticks.

500 pairs Crescent and Scale Straps.

12 Sword Scabbards, with mountings, 32½ inches long by 1¼ wide, and ¼ inch thick.

12 Sword Scabbards, with mountings, 26 inches long by 15-16 wide, and ¼ inch thick.

CLASS NO. 6.

5,000 pairs Bootees, (infantry pattern.)

CLASS NO. 7.

600 Cartridge Boxes, without magazines.

1,000 Bayonet Scabbards, with frogs attached.

500 Cartridge Box Belts.

600 Waist Belts.

50 Sword Frogs.

50 Cartridge Boxes for sergeants.

500 Knapsacks.

400 Waist Belts.

(With the privilege of increasing any of the above quantities, not to exceed one-third.)

CLASS NO. 8.

For making and trimming the following articles, viz.:

Watch coats.

Uniform coats for sergeants, corporals, musicians, and privates.

Fatigue coats for sergeants, corporals, musicians, and privates.

Woolen pants for sergeants, corporals, musicians, and privates.

Linen pants for sergeants, corporals, musicians, and privates.

Flannel shirts.

Linen shirts.

Drawers.

Flannel Sacks.

Red and Blue Jackets for Boys.

Red Sacks.

The articles of the above-mentioned articles must conform to the sealed standard patterns in the office of the Quartermaster, Marine Corps, Marine Barracks, Washington, D. C.; Assistant Quartermaster's office, No. 228 South Fifth street, Philadelphia, and at the Marine Barracks, Brooklyn, New-York, and Boston, Massachusetts, where they can be examined; and when over the articles named above, or any portion of them, shall be found to differ as not fully conforming to samples, they will be rejected, and the contractor will be bound to furnish others of the required kind at once, or the Quartermaster will fill the deficiency at the expense of the contractor.

Payments will be made upon accepted deliveries, withholding ten per cent. from the amount of first account rendered until second delivery is made, and from amount of second account rendered until third delivery is made, and so on until contract is completed.

A guarantee, signed by two persons, whose responsibility must be certified to by a United States district judge, district attorney, or collector, must accompany each proposal; otherwise it will not be considered.

Blank forms of proposal can be obtained upon application at this office; the office of the Assistant Quartermaster, Philadelphia, Penn.; the office of the Assistant Quartermaster, Marine Barracks, Brooklyn, N. Y., or the commanding officer at Boston, Mass.

Newspapers authorized to publish the above will send the paper containing the first insertion to this office for settlement.

The bidder's place of business or manufacturing establishment must be stated in the proposal.

Proposals to be indorsed on the envelope, "Proposals for supplies for the Marine Corps," and addressed to MAJOR WILLIAM B. SLACK, Quartermaster U. S. M. C.

PROPOSALS FOR MATERIALS.

NAVY DEPARTMENT, BUREAU OF YARDS AND DOCKS, WASHINGTON, May 14, 1873.

Sealed proposals for each class, separately indorsed, "Proposals for Class No. (name the class) for the Navy-yard at (name the yard,)" will be received at this office until 10 A. M. of the (twelfth (12th) of June, at which hour the opening of the bids will be commenced for furnishing and delivering at the several Navy-yards and Naval Asylum, the materials and articles embraced in printed schedules, which, with the form of offer and guaranty, and printed instructions, will be furnished on application, and sent by mail, if so requested, to persons desiring to offer to contract for any or all of the classes named therein, by the commandants of the several Navy-yards, for the classes for the yards under their command, or by the Paymaster nearest thereto, or by the bureau for any or all of the yards and asylum.

The classes of this bureau are numbered and designated as follows:

Class No. 1, Bricks; No. 2, Stone; No. 3, Yellow Pine Timber; No. 4, Yellow Pine Lumber; No. 5, White Pine Timber; No. 6, White Pine Spruce, Juniper, and Cypress; No. 7, Lime, Hair, and Plaster; No. 8, Cement; No. 9, Gravel and Sand; No. 10, Slate; No. 11, Iron, Iron Spikes, and Nails; No. 12, Steel; No. 14, Pitch; No. 15, Paints, Oils, and Glass; No. 16, Ship Chandlery; No. 17, Hardware; No. 18, Stationery; No. 20, Hay and Straw; No. 21, Provender; No. 22, Charcoal; No. 23, Belting, Packing, and Hose; No. 24, Sperm and Lubricating Oils; No. 25, Iron Work, Piping, &c.; No. 26, Augers; No. 31, Copper and Composition Nails.

NAVAL ASYLUM.

Class No. 1, Groceries; No. 2, Hats, Boots, Shoes, &c.; No. 3, Provisions; No. 4, Groceries; No. 5, Dry Goods; No. 6, Bread, &c.; No. 7, Tobacco; No. 8, Coal; No. 9, Paints, Oils, Glass, &c.; No. 11, Lumber; No. 13, Stoves; No. 14, Crockery; No. 14, Miscellaneous; No. 15, Hardware; No. 16, Stationery.

The following are the classes, by their numbers, required at the respective navy-yards and naval asylum:

KITTERY, MAINE.

Nos. 6, 7, 11, 14, 15, 18, 20, 21, 22, 24.

CHARLESTOWN, MASS.

Nos. 1, 2, 5, 6, 7, 8, 9, 11, 13, 15, 16, 17, 18, 20, 21, 22, 23, 24, 25.

BROOKLYN, N. Y.

Nos. 1, 2, 5, 6, 7, 8, 9, 11, 12, 13, 15, 16, 17, 18, 20, 21, 22, 23, 24, 25.

PHILADELPHIA, PENN.

Nos. 1, 2, 5, 6, 7, 8, 9, 11, 12, 14, 15, 16, 17, 18, 20, 21, 22, 23, 24, 25.

LEAGUE ISLAND, PENN.

Nos. 1, 6, 8, 9, 15, 16, 17, 18, 20, 21.

NAVAL ASYLUM, PHILADELPHIA, PENN.

Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 12, 14, 15, 16.

WASHINGTON, D. C.

Nos. 1, 2, 5, 6, 9, 11, 12, 15, 16, 17, 18, 20, 21.

NORFOLK, VA.

Nos. 1, 4, 5, 6, 7, 8, 10, 11, 14, 15, 16, 17, 18, 20, 21, 23, 24, 25, 31.

PENSACOLA, FLA.

Nos. 1, 4, 6, 7, 10, 11, 18, 20, 21.

MARE ISLAND, CAL.

Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 12, 14, 15, 16, 17, 18, 21, 24, 25.

ENGINEER OFFICE, UNITED STATES ARMY, NO. 1,123 PINE-ST., ST. LOUIS, Mo., May 12, 1873.

SALE OF GOVERNMENT PROPERTY AT JEFFERSON BARRACKS, MISSOURI.

On WEDNESDAY, the 18th day of June, 1873, commencing at 11 o'clock A. M., and continuing until completed, will be sold at public auction, at Jefferson Barracks, Missouri, to the highest bidder, in lots to suit the purchasers and to benefit the Government, all the pontoon-trains and engineer material stored at that place, consisting of 173 anchors, 97 pontoon-boats, 66 canvas boat-covers, 491 cars, a large number of pontoon wagons and gear, a quantity of pontoon-bridge timber and plank, 2,400 pounds iron wire cable, pumps, 6,500 pounds Manilla rope, 2,600 pounds wire, 1,179 hatchets, 4,124 picks, 7,079 long-handled and 6,259 short-handled spades, 237 short-handled shovels, 1,023 long-handled shovels, a lot of stationery, including drawing-paper, blueprint-paper, tracing-paper, 15 lithographic stones, and other articles too numerous to mention, the greater part of which has never been used.

Terms cash, and a deposit required from all purchasers.

Persons interested in the sale should visit Jefferson Barracks, and inspect the property before the sale, to become acquainted with its extent and variety.

For information on the subject, apply at this office, either in person or by letter, or to Messrs. Murdock & Dickson, Auctioneers, Nos. 304 and 306 Main-st., St. Louis, Mo.

J. K. SIMPSON,
Colonel of Engineers and Brevet Brigadier General United States Army.

UNITED STATES ENGINEER OFFICE, ARMY BUILDING, NEW-YORK, May 10, 1873.

SEALED PROPOSALS WILL BE received at this office until noon of the 10th day of June, 1873, for establishing and maintaining, by dredging or otherwise, a channel nine (9) feet deep and one hundred and fifty (150) feet wide at mean low water, across the bar at the mouth of St. John's River, Florida. For full particulars apply at this office.

G. A. GILLMORE,
Major of Engineers, Brevet Major General United States Army.

SUMMER RESORTS. SUMMER RESORTS

WIESBADEN.

Old approved and since many centuries well known Alkaline Salt-thermen (30—55° Reaum.)

CURE UNINTERRUPTEDLY DURING THE WHOLE YEAR.

Nearly 900 Bathing-cabinets for the thermen of Wiesbaden. Besides: Hydropathic establishments, Pine-needle, Russian, Roman, Irish, Vapor, and Swimming Baths; Mineral and Medicinal Baths of every description. Orthopedic establishment. Electricity. Celebrated ophthalmic infimary. Whey and goat milk. Mineral-waters of all known springs and of freshest filling.

CONCERTS DAILY BY THE MUNICIPAL SPA-ORCHESTRA, in the splendid saloons of the Curhouse, in the gardens, and at the Cur-spring. MILITARY CONCERTS, EXTRA CONCERTS, and MATINEES, READING-ROOM with 250 newspapers, CARD-ROOMS, COFFEE-SALOONS, and RESTAURANTS, BILLIARDS, PARKS, and DRINKING-HALL, RICHLY-ENDOWED ROYAL THEATRE, BALLS and REUNIONS, HUNTING and FISHING.

In Autumn: GRAND HORSE-RACES, (races on even ground and steeple-chase.) EXQUISITE CLIMATE, SPLENDID LOCATION, and WELL-KNOWN CHARMING ENVIRONS, in the immediate vicinity of the Rhine. Excursions by railroad and steam-boat into the Rheingau, to Johannisberg, Nieder wald, into the Nahethal, to Mains, Darmstadt, and Frankfort.

DIRECT RAILROAD CONNECTIONS IN ALL DIRECTIONS.

MUNICIPAL SPA-ADMINISTRATION AT WIESBADEN: F. HEY'L.

GREGORY HOUSE AND CARPENTER HOUSE,
LAKE MAHOPAC, N. Y.,

Will open for guests, June 16. Board, $4 per day. Four trains daily from Grand Central Depot, 42d-st. Harlem Railroad. Mr. J. Bernstein's Orchestral Band has been engaged for the season. For terms, &c., apply at the hotel, or address
J. S. RAMSAY, Proprietor.

PROSPECT PARK HOTEL,
Haverstraw, Rockhill, N. Y.,

will open June 15. House, 250 feet elevation, with extensive grounds of some twenty acres on the Hudson; mountain air; scenery unsurpassed in the world; pleasure-grounds, artesianed and improved; first-class accommodations for 300 or 400 guests; accessible by boat and cars.
Address JOHN BREASTED, Catskill.

HEATH HOUSE,
SCHOOLEY'S MOUNTAIN SPRINGS, MORRIS COUNTY, N. J.,

Will open for the reception of guests June 1. Applications for rooms can be made at the Coleman House, Broadway, N. Y., where the proprietor, with plans of the house, can be seen every Wednesday from 12 to 3 o'clock.
J. WARREN COLEMAN, Proprietor.

AT SARATOGA SPRINGS, N. Y.,
GRAND UNION HOTEL

will open June 1 for the reception of guests. Prof. J. M. Lander and his superb band have been engaged for the season. Rooms can be engaged at Metropolitan Hotel on Cities Bounds, New-York. Address BRESLIN, GARDINER & CO., at Saratoga Springs, N. Y.

THE TAPPAN ZEE HOUSE,
NYACK, ON THE HUDSON,

ONE HOUR from New-York City, will be OPENED JUNE 14 for the reception of guests, and *kept on the best style.* Diagrams of rooms can be procured by addressing L. D. MANSFIELD, Proprietor.

SUMMER RESORT—AT GLEN HAVEN, SCOTLAND COUNTY, N. Y.—No better place for families wishing for a permanent Summer residence. Send for circular, and inquire of Col. Williamson, No. 117 Broadway, Room No. 4; House No. 136 West 10th-st. KING & MOURIN.

HIGHLAND HOUSE, GARRISON, N. Y., Opposite West Point, will open about June 1. Good rooms can be secured at reasonable terms. Apply or address
G. F. & W. D. GARRISON, Proprietors.

THE EQUINOX HOUSE, MANCHESTER, VT.,
Will open June 16. Address by mail or telegraph,
F. H. ORVIS.

ENGLEWOOD HOUSE,
Englewood, N. J., by Northern Railroad, foot Chambers-st., or steam-boat foot Harrison-st.

BOARD AT WEST POINT.—MEARNS HOUSE open all year. Only 5 minutes from Academy. Address Mrs. A. MEARNS, Jr., Highland Falls, Orange County, N. Y.

BELMONT HALL, SCHOOLEY'S MOUNTAIN, New-Jersey, opens June 1 for reception of company. D. A. CROWELL.

CROSSMON HOUSE,
THOUSAND ISLANDS,
Alexandria Bay, Jefferson County, N. Y.,

This favorite Summer retreat will OPEN ABOUT 1ST OF JUNE, with addition of ninety new rooms. House is lighted with gas. As a quite romantic and healthy resort, this place

HAS NO SUPERIOR,

abounding as it does in cool, shady walks and ramables among the islands; fine bathing, boating, and lastly, the finest fishing to be found in America.
For particulars address
C. CROSSMON & SON.

TOWER HILL HOUSE,
NARRAGANSETT PIER, R. I., opens June 25, 1873. Address, at No. 22 West 27th-st., New York,
CLARK N. SCOFIELD, Proprietor.
late of Continental Hotel, Philadelphia.

COZZENS' WEST POINT HOTEL
Will open on SATURDAY, May 31. Two cottages to let, with board in hotel. Special terms offered to parties engaging rooms for the season. For particulars address EDWARD COZZENS, West Point, N. Y.

CHITTENANGO.—WHITE SULPHUR SPRINGS, MADISON COUNTY, N. Y.—Fine large hotel and furnished cottages: open for guests on and after May 24; L. L. BRITTON, late of Everett House, proprietor; good table, attractive scenery, and mineral waters of great strength and curative power; delightful spot for the tourist or man of business seeking health and recreation. Illustrated circular with analysis, routes, terms, &c., of

C. H. OLIVER, No. 1 Park-place.

WAUMBEK HOUSE, JEFFERSON, N. H., will be open for the season, June 1; location and scenery unequaled for grandeur and beauty; situated on side of Mount Starr King—the White, Franconia and Green Mountain ranges being in full view; hay fever, catarrh, asthmatic complaints immediately relieved. Send for circulars.
MERRILL & PLAISTED, Proprietors.
JEFFERSON, N. H., May 1, 1873.

ROUND HILL HOTEL, NORTHAMPTON, MASS.—Unparalleled drives, scenery, boating, grove, fountains, &c.; climate healthy; fever and ague unknown; water-cure discontinued; terms $10 50 to $21 per week; special rates to families. Send stamp for circular. ISAAC FULLER, Sup't.

LONG BRANCH, N. J.—THE UNITED STATES HOTEL will be open for the reception of guests June 16, and will positively remain open until Oct. 1. For terms, address M. M. LAIRD, Proprietor.

ACCOMMODATIONS READY FOR ten or twelve persons, in Orange County, two and a half hours from New-York; five minutes from depot; terms $7 per week. Address Post-office Box No. 160 Blooming Grove, Orange County, N. Y.

NORWOOD HOTEL, NORWOOD, N. J., will be opened May 24. For particulars, address A. H. KNOX, Proprietor.

WOODSBURG PAVILION, Woodsburg, Long Island.—This magnificent hotel will be opened June 1. Can be reached by South-side or Long Island Railroad. For terms, &c., address
N. P. SEWELL, Proprietor.

AUCTION SALES.

SALE BY AUCTION OF THE NEW-ORLEANS, MOBILE, AND TEXAS RAILROAD—Circuit Court of the United States, District of Louisiana.—Henry J. Gardner and Peter Butler vs. New-Orleans, Mobile, and Texas Railroad Company.—No. 4,963.—Pursuant to a decree rendered in the Circuit Court aforesaid, at the term of said court commencing on the first Monday of November, 1872, under the authority of said court, and to carry into execution the terms of a deed of trust or mortgage executed by the said corporation, bearing date on the 8th of March, A. D. 1870, to the parties in said cause and filed in the proceedings of the suit aforesaid to secure by the terms of the same four thousand bonds of one thousand dollars each, of a uniform series, with coupons attached, of forty dollars each, payable the first day of April and of October each year, and upon which mortgage or deed there is due the sum of four million three hundred and twenty thousand dollars, as declared in four separate parcels, as the undersigned trustees, under the supervision and direction of the undersigned masters appointed in the decree, will, on Friday, the sixth day of June, 1873, in the City of New-Orleans, in front of the post-office of the said city, between the hours of 11 o'clock A. M. and 3 o'clock P. M., proceed to sell the following property described in the said mortgage, as declared in four separate parcels, as hereinafter described, at public auction for cash to the highest bidder: First, all that portion of the main line of the railroad of the said New-Orleans Mobile and Texas Railroad Company, located or to be located between the cities of New-Orleans and Mobile, and within the said cities and upon the lands, buildings, machinery, rolling stock, and other real and personal property, and the franchises, tolls, rights, and privileges pertaining and exclusively belonging separately used with the same and branches and to said portion of the main line of railroad, and roads connecting therewith, including all the depots, station-houses, engine-houses, car-houses, freight-houses, store-houses, wharves, warehouses, woodhouses, machine shops, offices, business offices, and other shops, offices and buildings now owned or possessed by said corporation, together with the superstructure and iron rails and its appurtenances, including stock, engines, cars, tenders, tools, machinery, steamboats, tugboats and their tackle, apparel and furniture, and other personal property and stock in connecting roads used as aforesaid, and the ferry rights across the Mississippi River, and the ferry rights across the Mississippi River, and that portion of the road commencing at the point Westwego opposite to the city of New-Orleans, on the west bank of the Mississippi River, and extending along the track of road to the distance of twenty miles, with all the rights of the said corporation in the said portion of the main line; together with the lands, buildings, machinery, stock, and other real and personal property, and the franchises, tolls, rights, privileges pertaining and exclusively belonging to the said portion of the said road, and separately used with the same, and including depots, station-houses, engine-houses, car-houses, freight-houses, store-houses, wharves, warehouses, sheds, machine-shops, offices, and buildings, in connection with the said portion of road west of Mississippi River, together with the superstructure, iron rails, and appurtenances; also, the rolling stock, engines, cars, tenders, tools, steam-boats, machinery and other boats and vessels, and their tackle, apparel, and furniture, fuel, materials, and other personal property appertaining to and used with the constructing, repairing, or carrying on the business of this portion of the road separately and exclusively. Third, all that portion of the main line of said road located or to be located from the point on the road seventy miles from Westwego, and extending westerly through the State of Louisiana to the Sabine River, with all the lands, buildings, rights of way, superstructures, fencing, tools, privileges, depots, stations, or other rights of way of the said corporation, or which may be held or conveyed by the said trustees or under this decree, or by the commissioners appointed to be surveyed, or to be located and surveyed, in the State of Louisiana, and which appertains to the said road or connecting roads or branch roads of that portion of the said road in the State of Louisiana, and all of the road from the Sabine River to the City of Houston, in the state of Texas, with all the lands, rights of way, superstructions, buildings, depots, stations, station-houses, shops, rolling stock, machinery, materials, appertaining or belonging to the line of road from the Sabine River aforesaid to the City of Houston, and exclusively belonging to the same, and any other real and personal property, franchises, rights of way, tolls, grants of privileges not herein described, and which are included in the said deed; and it is to be understood that the sale under this said deed of trust, and the conveyance thereunder, is to be subject to a deed of trust bearing date the 1st day of January, 1869, by the said corporation to Oakes Ames and Edwin D. Morgan, trustees, and which affects the property of the said road not expressly before mentioned lying within the cities of New-Orleans and Mobile and between the said cities, and is not to impair in any manner the incumbrance aforesaid or the rights under the said deed. The said mortgage or deed to said parties being made to secure a uniform series of bonds of four thousand in number, and each for one thousand dollars, with interest, coupons attached of forty dollars each, payable semi-annually on the 1st of January and July of each year, and bearing even date with the mortgage, and which is referred to in the said mortgage or deed of trust to the plaintiff in this suit. And it is further understood that the property included in the second and third or other parcels above described, being the property lying westerly of the City of New-Orleans and the Mississippi River, in the States of Louisiana and Texas, shall be subject to the mortgages or deeds of trust executed by the said corporation under the power reserved in the deed of mortgage or trust described in the proceedings in this cause to issue bonds to an amount in the aggregate not exceeding twenty-five thousand dollars per mile for each mile of the railroad or railroads constructed west of the Mississippi River, which power has been duly executed by the said corporation by the execution of a mortgage executed to Oakes Ames and Edwin D. Morgan, dated the 15th day of March, 1870, whereby an issue of bonds to the amount of twelve thousand five hundred dollars per mile was provided for upon all the tract of road in the State of Louisiana, and the sum of twenty-five thousand dollars per all of the track west of the Louisiana line and lying in the State of Texas, which mortgage was modified by an act of mortgage dated 1st January, 1872, but does not increase the amount of the incumbrances; and also a further mortgage, bearing date 1st July, 1870, securing the payment of the second mortgage bonds guaranteed by the State of Louisiana, and which mortgage is an incumbrance on the railroad of said corporation to the west of the river Mississippi and extending to the Sabine River, and all other mortgages existing under said power. There will be prepared twenty days before the day of sale an inventory of the property to be sold in the different parcels, and copies of the mortgages will be in the hands of the Masters for exhibition to any person desiring to purchase. The power to the Trustees to bid for the bondholders is reserved in the decree. The Trustees and the Masters will give information of the matter intrusted to them prior to the sale.

(Signed) HENRY J. GARDNER,
PETER BUTLER,
Trustees.
ROBERT H. SHANNON,
J. W. GURLEY,
Masters.

AUCTION NOTICE.

We shall sell at auction on TUESDAY, May 20, at 12 o'clock, at Nos. 7 and 9 Greene-st., by order of C. Werner, assignee, the stock of clothing, &c., of M. Loudner, bankrupt.
JONES, UNDERHILL & SCUDDER.

EDWARD M. BROWN, Auctioneer.

BY BROWN & SECOORE—THIS DAY, (Saturday,) May 17, at 12 o'clock, within the store, fresh Palermo Oranges and Lemons, cargo Decatur, and can be seen on Pier No. 9 East River; also, balance "Lo Vico," can be seen on Pier No. 11 East River.

HORSES AND CARRIAGES.

BREWSTER & CO.,
OF BROOME-ST.,
WAREROOMS,
57TH-AV., CORNER 14TH-ST.

ELEGANT CARRIAGES,

in all the fashionable varieties, from original designs of our own and the best styles of Paris and London, exquisitely finished in silk satins, French meltonettes, and the finest broadcloths, exclusively the production of our well-known Broome-street Factory. In addition to our stock of the larger vehicles, we offer a complete assortment of Road Wagons, with and without tops, for all weights, embracing in their construction the various improvements introduced by us during the past fifteen years, and which have made the

BREWSTER WAGON

THE STANDARD FOR QUALITY.

Our prices being fixed and uniform to all, orders by mail have equal advantages with those placed in person.

In order that we may not be confounded with a joint stock company of carriage dealers who have adopted a firm name similar to our own, and impudently claim the reputation we have made for the "Brewster Wagon," we beg the public to remember that our only wares rooms are at the corner of

57TH-AV. AND 14TH-

MUNICIPAL AFFAIRS.

Meeting of the Board of Aldermen—The Mayor's Previous Nominations Confirmed—Others Sent In.

The Board of Aldermen met at 3:30 P. M. yesterday, Mr. Vance in the chair.

The lobby was as crowded as usual, perhaps rather more so, and a strong force of the City Hall Police was present to preserve order.

Mr. Van Schaick asked leave to request the Press to print in full the remarks he made at the last meeting. In one paper the report was strikingly erroneous. Mr. Van Schaick then moved that the Clerk of the board be instructed to wait on the Mayor and ask him whether he had any communication to make to the board.

Mr. Ottendorfer thought that if any one was sent to the Mayor, it should be a special committee.

The Clerk said the Mayor had been specially notified of the meeting of the board.

Mr. Van Schaick referred to what had occurred yesterday. The Board had submitted to the indignity of receiving a communication from the Mayor after he had informed a committee that he had nothing to send to the board.

Mr. Van Schaick's motion was lost—6 voting in the affirmative and 9 in the negative.

Mr. Reilly moved to confirm the nominations of Fire Commissioners.

Mr. Koch said he had as much right as the Mayor to take time to consider the nominations. The board could not do its duty unless it did take time. He had not yet found out who these nominees are.

Mr. Van Schaick was also opposed to acting on the nominations to-day. Mr. Perley's nomination was one eminently proper to be made. Mr. Perley was a thoroughly practical man. Mr. Van Cott was also a good man. Mr. Hatch was probably a very good lawyer, and might stand very high in his profession, but for Fire Commissioner he was as unfit a man as could be picked out.

The President here called Mr. Van Schaick to order, as he was not speaking to the question.

Mr. Monheimer moved that Mr. Van Schaick be allowed to proceed out of order.

Mr. Van Schaick proceeded to ask who it was that Mr. Hatch was to displace—Gen. Shaler, a man who had almost made the Fire Department what it is. Its efficacy, at least, is due to Shaler as much as to any one else. It would be ridiculous to displace such a man to make room for a lawyer.

Mr. Reilly's motion was then adopted by a vote of 12 to 3—Van Schaick, Koch, and McCafferty voting in the negative.

Mr. McCafferty spoke in highly eulogistic terms of Mr. Perley, who was then confirmed by a unanimous vote.

Mr. Van Schaick moved that the confirmation of Roswell D. Hatch be postponed, and proceeded to make some remarks on Mr. Hatch.

Mr. Monheimer thought Mr. Van Schaick's remarks were uncalled for.

Mr. Van Schaick, however, stated that, while a member of the Apollo Hall Democracy, Mr. Hatch was a member of the Finance Committee, and had for months kept back the rent of the hall, although he had money in his pocket, and had promised to pay it promptly. Mr. Hatch knew nothing about fire matters, and his nomination was not creditable to the Mayor.

The motion to postpone was lost by a vote of 12 to 4, and Mr. Hatch was then confirmed, Mr. Van Schaick voting in the negative, and Mr. Koch being excused from voting.

A motion to confirm Cornelius Van Cott was then adopted unanimously.

Mr. Morris moved that the list of nominations for City Marshals be taken.

Mr. Van Schaick moved to postpone. This, he said, was an important office, and the fitness of the nominees should be fully considered. The board had yesterday confirmed several nominations, yet among them was a man said, on good authority, to have been guilty of theft, or at least of embezzlement; yet one of the members of the board, yesterday, who knew of this man's delinquency, voted for him. Was the board, he asked, to do everything the Mayor wished them to do?

The list of Marshals was then confirmed as follows:

Daniel A. Murphy, Abram Springsteen, Frank Webb, Leopold Garde, Chas. F. Mathers, John Dugan, Jr., John McDonough, Dennis Galvin, John H. Hillier, George Bonesien, A. M. Erlich, Hy. C. Carey, and Stephen D. Hall.

As each name was read some member of the board vouched for their fitness and respectability.

Mr. Van Schaick voted against several of them, including Henry C. Carey, but afterward asked permission to change his vote, he having been informed, he said, that Mr. Carey was the author of several standard works on political economy.

A motion was then made to take up and confirm the nomination of Walter W. Adams as Commissioner of Buildings for a term of six years.

Mr. Billings said a committee of the Board of Underwriters had waited on him an hour since, and presented a remonstrance against Adams' confirmation.

Mr. Falconer said he had seen the remonstrants, and had satisfied them that they were acting on erroneous information. Adams had been in bad company recently; that was all there was against him.

Mr. Van Schaick expressed surprise at there being any break in the connection in running the Mayor's nominations through. Perhaps it would be well to send a committee to consult his Honor.

Mr. Cooper said he had urged Robert L. Darragh for the place, and he felt certain Darragh would have received the nomination had it not been for Adams. Mr. Darragh had since called on him, (Cooper,) and urged him to support Adams.

A motion to postpone the consideration of Mr. Adams' name was lost, 6 voting in the affirmative to 9 in the negative.

A motion was then made to read the remonstrance handed in by Mr. Billings, and this motion was also lost.

Mr. Van Schaick said he was astonished to hear that the board refused to consider a remonstrance signed by a large body of respectable citizens. It was unprecedented and outrageous, and he thought the public and the Press would have something to say about it.

Mr. Billings also expressed surprise at the remonstrance being thrown aside, and said he should feel compelled, under the circumstances, to vote against Mr. Adams.

Mr. Clausen said he had made inquiries in regard to Mr. Adams, and they were satisfactory; but in view of a remonstrance being handed in, he hoped the nomination would be laid over.

The nomination was, however, confirmed, all voting in favor of it with the exception of Messrs. Billings, Clausen, Ottendorfer, and Van Schaick, who were excused from voting.

NEW NOMINATIONS.

The Mayor's Secretary then presented several communications from the Mayor, the first of which nominated four commissioners for completing the New Court-house, as follows: John P. Cummings, Smith E. Shaw, Wyllis Blackstone, and Thomas B. Tappen. They were laid over.

A second communication was read, nominating three Commissioners of Docks, as follows: Jacob A. Westervelt, for a term of six years; Wm. Gardiner, for a term of four years; Wm. Budd, for a term of two years. They were laid over.

The following list of nominations for City Marshals, for a term of three years, was also read and laid over: Adolph Birnbaum, Albert Weber, Thos. McGrath, Wm. A. Hendricks, Christian Sutter, Henry Ross, Levy Lippman, Sigismund Leverson, John J. Murphy, and Joseph Wallace.

The board shortly afterward adjourned to Monday next.

The New Dock Commissioners.

Ex-Mayor Westervelt is one of the best-known men in the City, and has been identified with its ship-building interests for more than half a century. He was born in Bergen County, New-Jersey, in the year 1800, and in his youth served before the mast on ship-board. In 1821 he entered into partnership with Christian Bergh in the business of ship-building in this City. The firm was very successful and became noted for the excellence and fast sailing qualities of their ships. Mr. Westervelt continued in the ship-building trade up to 1869, when he retired from business. He has always taken an active part in politics, and was a prominent member of the Tammany Hall Democracy in what is denominated its "silk stocking days." In 1840 he was elected by the Democracy an Assistant Alderman from the Thirteenth Ward, and by the same party Mayor of the City for 1852 and 1853. His administration as Mayor was conspicuously honest and irreproachable. In 1870, Mr. Westervelt was appointed Superintendent of Repairs and Supplies in the Department of Docks, and since he has held the office not a word of reproach has been uttered against him. At the last election, Mr. Westervelt voted for Grant and Wilson, Dix and Havemeyer. His nomination gives general satisfaction.

Mr. William Gardner is an iron and steel manufacturer, having works in Grand and Monroe streets. He is about fifty years old, and well and favorably known in business circles. Mr. Gardner has resided for many years in East Broadway, in the Seventh Ward. He is a Republican, and an active member of the Council of Political Reform, but has never held any office but that of School Commissioner. Being a man of considerable wealth, his friends say that he would only accept office for the honor which might be derived from it, and not for pecuniary gain.

Capt. Wm. Budd is a native of Long Island, and is forty-three years old. Prior to the war he held several responsible positions in the United States Coast Survey, where he gained much scientific knowledge. At the breaking out of the war he was transferred to the navy, and commanded several vessels, rendering service sufficiently important to call for encomiums from Secretary Welles. He especially signalized himself while in command of the steamer Florida in capturing the Confederate steamer Memphis, an event which will be readily remembered. He has been anxious for some time past to find employment suited to his tastes, and it is said that the salary of commissioner is no object to him. He is a Republican in politics, and was an earnest worker in the Reform cause during the last campaign. Capt. Budd is strongly indorsed for the position by Gov. Dix, John J. Cisco, the banker, and many merchants.

The Court-House Commissioners.

Wyllis Blackstone is over sixty years of age. He was born in Connecticut, and removed to New-York over fifty years ago. He was a school trustee under the old public school system, and afterward a school commissioner. In politics he was a Whig, and served twice in the State Legislature—in 1849 and 1851. His business was that of a builder, but for some years he has been retired, alike from politics and business. He is not, therefore, a party man, and he did not seek the present appointment.

Thomas B. Tappen is President of a Savings Bank in Harlem, where he resides. He was twice Mayor's Marshal under Mayors Tieman and Hoffman. He is a Democrat, but being advanced in years has not been active in politics recently. He was appointed to a position in the Water Board after leaving the Marshal's office, and has the reputation of having discharged the duties of the different offices he filled creditably.

John P. Cummings is a contractor who has been engaged extensively in different public works. He, too, is an old Whig, and served in the Board of Aldermen when Mayor Havemeyer was a member of it. He is about sixty years old, and has had a large business experience.

Smith E. Shaw is a produce merchant, well and favorably known among business men. He is about forty years of age, and long a resident of the City. When the Reform movement began Mr. Shaw, with others, organized the "People's Municipal Reform Association," a body which was quite active during the last campaign. The association nominated Mr. Shaw for Mayor before any other candidate was in the field, but he withdrew in favor of Mr. Havemeyer.

The Opposition to Mr. Adams' Appointment.

The opposition of the Board of Underwriters to the nomination of Mr. Adams to the position of Superintendent of Buildings is based on the fact that he was the deputy to Superintendent McGregor, and the official administration of the latter was such as to give almost universal dissatisfaction. The board was of opinion that, through Mr. Adams, the late Superintendent might employ the same machinery that had been in use during the past few years, and when they first knew he was a candidate for the position of Superintendent of Buildings, the Chairman of the Law Committee of the board addressed a letter to the Mayor, asking that he should not be appointed. The board had no special nominee for the office, and only asked that some reputable citizen should be placed in charge of the department. This they thought was their right, and they believed it would be accorded to them by the Mayor. From the experience recently had by the City, the board thought that no man who had been connected with the former administration of Municipal affairs should be intrusted with any high office belonging to the City Government.

The Health Department.

The Board of Health met yesterday, Prof. Chandler, the President, in the chair. All the members were present.

A communication was received from the City Sanitary Inspector containing an inventory of the property in the possession of the disinfecting department, and it was resolved to transmit to the Controller for sale such property as is not needed by the department.

A report was presented in relation to the bad condition of the pavement in Lexington-avenue between Sixtieth and Sixty-first streets, and referred to the Department of Public Works.

In relation to the communication of the Mayor, received at the last meeting of the board, asking that he be advised in reference to the licensing and regulating of night scavengers, it was resolved that a copy of the rules and regulations adopted by the Board of Health and the ordinances of the board covering that subject, be sent to the Mayor, and Dr. Stephen Smith and the Secretary were directed to transmit the same, with the necessary explanations.

A resolution was adopted requesting the Controller to inform the Board in regard to the appropriation for the Department for 1873, and what amount had been expended up to date.

On motion of Dr. Vanderpoel it was resolved that the City Sanitary Inspector and Sanitary Superintendent of the Board be in future known as the "Sanitary Superintendent," and that the Health Inspectors and Assistant Health Inspectors be hereafter known as "Sanitary Inspectors" and "Assistant Sanitary Inspectors."

The Board then adjourned until Tuesday next at 2 P. M.

Board of Estimate and Apportionment.

The Board of Estimate and Apportionment, provided for by section 112 of the charter, met at noon yesterday. The Controller read the section of the charter applying to the organization and duties of the board, and said that the board consisted of the Mayor, Controller, President of the Board of Aldermen, and President of the Board of Commissioners of Taxes and Assessments, (all of whom were present;) that the Mayor was Chairman of the board, and that the meetings were to be held on notice from the Mayor to the individual members. On motion of the Controller, Mr. Wheeler, President of the Board of Commissioners of Taxes and Assessments, was elected Secretary.

The Controller read further from the charter, to the effect that the meetings of the board must take place between the 1st of August and 1st of November, to consider the estimates sent in by the various departments, and to be known as departmental estimates. These estimates must be sent in thirty days before the meeting of the board. After the board has revised the estimates, they are to be submitted to the Board of Aldermen and published in the *City Record*. Any objections by the Board of Aldermen must be sent to the Board of Estimate and published. The estimates are then to be signed by the Board of Estimate, and become the appropriations for the year. The Controller then offered the following resolution, which was adopted, and the board then adjourned:

Resolved, That the Controller be requested to notify the various departments and officers of the City Government, and the officers of the institutions which may be entitled by law to allowances from the City and County of New-York, to furnish forthwith an estimate of the amounts required to pay the expenses of conducting the public business of the City and County of New-York in each of their respective departments and offices for the year 1873.

Department of Parks—Discharge of Laborers.

The whole of the laborers employed upon the work of construction of the new buildings in the Central and other parks were discharged on Thursday, on account of there being no further funds on hand for the continuance of the works. The appropriation for this purpose made by the Legislature last year has been entirely exhausted, and the bill authorizing the Controller to raise funds for the prosecution of the improvements, already commenced, during the coming season, which is now before the present Legislature, not having been passed, practically leaves the department without funds. The work of maintenance will, however, proceed as usual, this being provided for by the City.

The Widening of King's Bridge Road.

About 100 objections having been made to the awards for the widening of the King's Bridge Road, the Commissioners will go over the ground to-day and take the objections into consideration. Their official report will not be presented before June 1. The estimated costs of this commission are $134,650, while the costs of the commission for the Boulevard extension, involving nearly as large an outlay as that for the King's Bridge road does not exceed $35,450. The Boulevard Commission, consisting of W. C. Traphagen, John McClave, and William A. Seaver, was appointed by Judge Brady, and appears to have done its work both economically and satisfactorily. There were only eleven objections, while the Tammanyite commission for the widening of the King's Bridge road received over 100 protests against its awards and assessments.

Business in the United States Courts.

In the criminal branch of the United States Circuit Court yesterday, before Judge Benedict, a number of jurors who were absent at the calling of the panel on Wednesday, were again called on fine, and Edward Mathers and Lawrence Walden were ordered to pay $250 each for their non-attendance. The United States Marshal was directed to collect the amount. A number of cases were called, but the counsel for the accused were, in many instances, not ready to proceed to trial. An application was made on behalf of Simon Donou, in the Spring Valley distillery case, to quash the indictment against defendant. At the conclusion of the argument, which occupied some time, the Judge stated he would reserve his decision.

The case of Julius C. Julian, indicted for sending obscene matter through the United States mail, was called for trial. A jury was empaneled, and after the examination of witnesses and the judge's charge they quickly returned a verdict of guilty. Sentence deferred. The court then adjourned to Monday next.

Judge Smalley will call the argument calendar in the Circuit Court at 11 A. M. 23d, and at the same hour on the 26th he will call the civil jury calendar.

THE BROOKLYN CHARTER.

Its Passage Yesterday—What the Brooklynites Think of It.

The announcement of the passage of the Brooklyn Charter yesterday was at first heard with considerable doubt, and did not receive general credence until it was confirmed by the newspaper dispatches. On Thursday the friends of the bill were somewhat doubtful of its success, and were taken rather by surprise at its rapid passage. In political circles, last evening, the charter and the consequent changes in the City Government were the only topics of discussion. It was agreed on all sides that the people of Brooklyn were in favor of certain changes in the City Government, and the charter was regarded as a general amendment to the existing system rather than the inauguration of a new scheme of government. The powers of the Board of City Works are left practically intact by the bill, and probably this exemption, although not singular or especial, received the principal share of attention, a majority indorsing the manner of dealing with the board, although not a few dissenting voices, some hostile to the commissioners, and others to the system of commissions generally, were heard. The abolition of the Excise Board, and the transfer of its powers to the Police Commissioners, gave general satisfaction, and the continuation in office of the Park Commissioners until Jan. 1, 1875, was also discussed, and it seemed to be the general impression that in this the Common Council had sustained a defeat, as they had almost unanimously recommended the abolition of the board and the transfer of its powers to the general municipal government. The disposition of the section providing for ad interim appointments evoked considerable difference of opinion, and not unfrequently the recent efforts on one side to preserve, and on the other hand to defeat, the provision for this system were declared to be a fight for the patronage of the Fire Department. The addition of three members to the Board of Assessors will, it is thought, equalize the political complexion of that body. The charter provides for an increase of salaries to many officials. The Mayor's salary is raised from $5,000 to $10,000; Commissioners of City Works, from $5,000 to $7,000 for the President of the board, and to $6,000 for each of the other commissioners; Tax Collector, from $5,000 to $7,000; President of the Police Commission, from $5,000 to $7,000. The Corporation Counsel and Assessors also receive an increase of salary. In the general "raise" the patrolmen of the police force were not forgotten, and when the guardians of the law became aware that the charter had passed and their salaries increased in consequence from $1,000 to $1,100, their approval of the measure was unbounded. The satisfaction of the patrolmen was not altogether shared by their superiors in office, all of whom between commissioner and patrolmen are legislated out of office. The Mayor also ceases to be a member of the Board of Police Commissioners, and the appointment of the third member is left to the Auditor and Controller. Mayor Powell is reticent on the subject of the charter, and declines to commit himself to any general opinion as to its merits. Among citizens generally the minor changes made by the charter are not well understood, and even some of its original and more important provisions have been subject to such amendments that there seemed a disposition in some quarters to suspend judgment for a while. Among politicians, however, who have "kept track" of the charter through the amendment ordeal, the opinion was decided and generally favorable, except to the few to whom the concluding line, "This act shall take effect immediately," had a peculiar significance.

England's Horses—Significance of the Newmarket Races.

The London *Daily Telegraph* of May 1 says: "Yesterday's triumph at Newmarket, achieved by Mr. Stirling Crawford's Gang Forward, will be heartily welcome to every British sportsman. Since the publication of a recent letter from the pen of Admiral Rous, in which he told us that France, Germany, and other foreign countries would gradually outstrip Great Britain in their thoroughbred stock, we have seen a German colt advanced to the head of the list of Derby favorites, and yesterday two French colts were greatly fancied for the Two Thousand Guineas. But the victory of a thoroughly British colt is calculated to make us hope that the day is still far distant when many of our great racing prizes will go to Paris or Berlin. Independently, however, of the rivalry in horseflesh between ourselves and foreigners, it will be generally admitted that no country possesses a sportsman who is more deserving of success than Mr. Sterling Crawford. He was the first to familiarize us with those tremendous prices which for many years it has been the fashion to give for yearlings. The racing world held its breath in amazement when, some fifteen or sixteen years ago, Mr. Crawford gave over 1,760 guineas for a yearling—brother to Lord of the Isles. Since that date the same princely buyer has repeatedly given much more than 1,000 guineas for a yearling; and hitherto it must be confessed that he has not been repaid for his costly investments in young stock selected from the paddocks of others. But the victory of a colt bred by himself in the first great three-year-old race that Mr. Crawford has ever won—for we can hardly regard the dead heat between the colt Moslem and Formosa for the Two Thousand of 1868 as an outright "win"—will incline him to follow the example of all who have hitherto been most successful upon the British turf. We have often expressed the opinion in these columns that no worse investment of money can possibly be made than the expenditure of a thousand guineas or more on a yearling which is specially fattened in order to conceal its defects. On the other hand, every sportsman who has been famed for many great victories has almost without exception been the breeder of his own horses. Out of the last ten Derby winners there have been but two—Macaroni and Hermit—which were bought at auction. The first and second horses in yesterday's Two Thousand were bred by their owners, and all the prominent favorites for the coming Derby are in the same category. The advice given to buyers by Admiral Rous in his recent letter, though long delayed, is unquestionably sound and salutary. He tells them that in the great stud-farms which breed for sale the yearlings stand so thick on the ground as to taint it; and that when brought forward under the hammer, the young stock is so disguised as to baffle the keenest eye. But the practical lesson taught yesterday by Gang Forward and Kaiser is more valuable than the advice of even so experienced a prophet as the Dictator of the Turf."

A Hangman's Visit.

The *Pall Mall Gazette* of May 1 says: "Mr. Calcraft has just returned from Scotland after a fruitless expedition. 'The veteran hangman,' as he is called, was sent to Dundee to hang a man named Scobbie, who a short time ago murdered a gamekeeper. Every preparation was made for the execution, and Scobbie's fate seemed sealed, but the reprieve followed Calcraft so closely that they arrived within a few hours of each other, and, indeed, it might have saved the cost of postage if Calcraft had been allowed to bring the document in his pocket. As it was, however, the only luggage brought by that functionary was a large carpet-bag, containing, as the Dundee *Advertiser* informs its readers, a new rope, a white cap, and some pinioning straps. This flying visit of Calcraft to their town seems to have created quite a pleasing excitement among the good people of Dundee, and if their visitor had been a royal personage or an eminent statesman he could hardly have been treated with greater consideration. The most minute details of his proceedings and appearance are given by the local papers. He arrived, as before stated, early on Saturday morning, and took up his quarters in the prison, which, it seems, he never left until his departure for London in the evening. During the day he might be seen taking an airing in the grounds. He appeared to be 'rather epicurean in his tastes.' All his food was taken from the Royal Hotel to the prison. Age is telling upon him, and his step is now more measured and his form less erect than it was a few years since. He had several pleasing conversations with gentlemen who happened to visit the jail, to whom he was very communicative, entering minutely into his experiences, and stating that he felt exceedingly pained when called upon to perform the duties of his office. It had, he said, afforded him much gratification to learn that Scobbie, whom he had come to hang, had been respited. Some hopes were entertained that Mr. Calcraft would, before leaving the town, condescend to inspect the scaffold which had been prepared for the execution of Scobbie, and "say whether in his opinion he considered a satisfactory job had been made." He did not do so, however, and this slight disappointment appears to have been the only drawback to the pleasure of his visit. A large number of persons assembled in the evening to witness the departure of the veteran by the 6½ P. M. train from London. About 6 o'clock the prison gates opened, and Calcraft and the Governor emerged and at once took their seats in a cab which was waiting. Calcraft's large carpet-bag excited the deepest possible interest among the vast crowd that besieged the entrance to the railway station. Calcraft himself, who seemed unmoved by this display of affectionate curiosity, kindly leaned out of the window of a second-class carriage in order that all present might have an opportunity of inspecting him, and, thus waving his adieu to Dundee, the hangman passed out of sight."

NEW-YORK AND SUBURBAN NEWS.

NEW-YORK.

The Working Men's Union last evening refused to receive Coroner Young as a delegate from Typographical Union No. 6.

The German Central Republican Committee, last evening, passed resolutions of respect to the memory of the late Chief Justice Chase.

Rev. Prof. Martin, D. D., of the New-York University, delivered a lecture on "The Scientific Relations of Prayer," at Association Hall, last evening.

At the commencement celebration of Columbia College, Thursday evening, the degree of LL. D. was conferred on Benjamin D. Silliman, of this City.

About 7 o'clock last evening a fire was discovered on the second floor of No. 534 West Twenty-second-street, near Eleventh-avenue, owned and occupied by Charles Hofferberth as a drying room for lumber. The damage sustained was about $1,000 to stock, and $500 to building. No insurance.

It was reported at police headquarters last evening, that Edward Philips, a youth, had been sent yesterday afternoon by E. T. Christianson & Co., No. 39 Vesey-street, to the Merchants' and Traders' Bank, to deposit about $1,000 in notes and checks, but that up to 5 o'clock he had not returned to the store, nor had the money been deposited.

The funeral services of the late John L. Aspinwall were held yesterday in Grace Church, Bishop Potter officiating. The pall-bearers were Royal Phelps, J. Kearney Warren, Charles Sands, Thomas W. Ludlow, Capt. Wright, John E. Williams, Wm. Adams, and Walter Langdon. The remains were taken to Green-Wood Cemetery for interment.

The Special Commission to treat with the Sioux and Crow Indians, for the surrender of certain privileges held under the treaty of 1868, will start for the Red Cloud Agency to-day. The commission consists of Felix Brunot, Col. E. C. Kemble, and Major Alvord, and their first undertaking will be to induce Red Cloud and Spotted Tail to organize a force from their own tribes for the preservation of the peace along that frontier.

BROOKLYN.

The investigation of the charges against District Attorney Britton, set down for the 20th inst., has been indefinitely deferred.

The directors of the Brooklyn Gas-light Company have taken no action in relation to the petition of the strikers asking to be re-employed.

The congregation of the Warren-street M. E. Church have decided to submit to the decision of the conference, and will accept Rev. Mr. Saunders as their pastor.

The Health Department proposes establishing two ambulances, one in the Eastern and the other in the Western District. Dr. Conkling has made application for the $5,000 raised for that purpose.

WESTCHESTER COUNTY.

The Mount Vernon charter election will be held on Tuesday next, 20th inst. The Citizens' Association have made the following nominations: For Trustees, George R. Crawford and Dr. H. C. Jones; for Treasurer, John Berry.

STATEN ISLAND.

The Richmond County Police Commissioners met yesterday, at Head-quarters, in Stapleton, for the first time since the reappointment of Mr. Garrett P. Wright for a second term of three years, and effected an organization. By a unanimous vote, Mr. Isaac M. Marsh was chosen President, and Mr. Wright, Treasurer.

NEW-JERSEY.

David Smith having declined to act as a commissioner to equalize taxation in Hudson County, Judge Bedle yesterday appointed Hosea F. Clark.

The Jersey City Police Commissioners, last evening dismissed Officer Charles Quinlin from the force, for being asleep on his post. Benjamin Murph was elected Captain.

There was no attempt made at the meeting of the Hoboken Common Council last night, to settle the city attorneyship difficulty, and the matter will come up on Tuesday evening.

Frank Wilson, who, on Friday of last week, was convicted of robbing the house of Julius Schwartz, at West End, Jersey City, was yesterday sentenced to two years in the State Prison.

The members of the Horse-shoers' Union of Jersey City are on a strike. They demand $18 a week for floormen and $21 for firemen, and eight hours' work on Saturdays. The employers say that as they are not pressed just now, the strike may go on.

In the Hudson Quarter Sessions, yesterday, John A. Berthoff, who shot and wounded his uncle, John Eberhardt, the Hoboken ferry-master, was arraigned on a charge of assault with intent to kill. He entered a plea of guilty, and Judge Hoffman sentenced him to the State Prison for ten years.

Cornell's hay-press, at Somerville, was destroyed by fire at an early hour Thursday morning. It was a large building, 50 by 80, and was, with its contents at the time, valued at $23,000. It had been insured for $20,000, but the policy expired a day or two before the fire, and was not renewed.

A laboring man named Patrick McKeon, was fatally injured at the Passaic bridge of the Morris and Essex Railroad, yesterday. He was standing on the track at the entrance to the bridge, talking to a friend, and did not see the train in time to get out of the way. He was taken to the hospital where he died shortly after.

Minor Crimes and Casualties.

At the Essex Market Police Court, yesterday, a negro was committed by Justice Shandley, in default of $1,000 bail, on a charge of carrying concealed weapons. A loaded six-shooter, a double-edged bowie-knife, and a slung-shot were found on the colored gentleman.

Yesterday, in the same court, Edward Batt, of No. 107 Delancey-street, was committed, in default of $1,000 bail, on a charge of stabbing Richard Rathkamp, of No. 99, same street.

Justice Shandley, yesterday, committed Wm. Johnson, colored, in default of $500 bail, on a charge of stealing articles of wearing apparel from the residence of Joseph Hirschfeld, No. 126 Eldridge-street.

John Buckley, aged twelve years, of No. 342 Water-street, was stabbed in the back and slightly wounded by some unknown lad during a fight at the corner of James and Madison streets yesterday. He was cared for at the Park Hospital.

The apartments of James Fitzgerald, at Third-avenue and One Hundred and Sixteenth-street, were entered by sneak thieves yesterday and $56 worth of wearing apparel and jewelry were carried off.

In the Jefferson Market Police Court, yesterday, before Justice Fowler, Thos. Sprowl was committed without bail on a charge of knocking down and robbing Wolf Basch, of No. 381 Eighth-avenue, of a pocket-book containing $9.

John H. Worthington, of No. 101 East Twelfth-street, was committed in default of $1,500 bail, by Justice Fowler, yesterday, on a charge of attempting to shoot Hugh McNickoll, of the same residence.

Hugh Hickey, aged forty-one years, of Fiftieth-street, near Eleventh-avenue, fell, yesterday, from a Hudson River Railroad car at Fifty-sixth-street and Eleventh-avenue, and received serious injuries.

Base-Ball and Cricket Notes.

The Nameless and Concord Base-ball Clubs will play on the Prospect Park Grounds this afternoon. Another match will be played on the same grounds between the Brooklyn and Nassau Clubs.

The Manhattan Cricket Club will open their season to-day by a match at their grounds, foot of Ninth-street, Hoboken. Sides will be chosen at 1 o'clock.

The Prospect Park Cricket Club will muster in large numbers this afternoon. Sides will be chosen at 3 o'clock.

The Staten Island Cricket Club will inaugurate the season of '73 this afternoon, on their grounds, at Quarantine. Sides will be chosen by players on the ground at 4 o'clock. A game of base-ball will also be played at the same time.

The third game of the championship series in Baltimore, yesterday, resulted in the following score:

	1st.	2d.	3d.	4th.	5th.	6th.	7th.	8th.	9th.	
Baltimores.	0	0	0	4	0	1	3	1	3	—12
Mutuals....	1	3	0	1	0	0	0	0	1	—6

Funeral of Judge Strong.

The funeral services over the remains of the late Judge Strong, took place yesterday afternoon, at his late residence, No. 61 West Forty-sixth-street. The body was inclosed in a heavy oak coffin, covered with black cloth, and mounted with silver handles. Upon the plate was the following: "Theron R. Strong. Born Nov. 7, 1802. Died May 14, 1873." The body was dressed in black cloth, and around the casket were several floral tributes, in the shape of anchors, crosses, crowns, &c. The funeral services were conducted by Dr. Adams, of the Madison-square Presbyterian Church. The choir sang the hymn, "Jesus, Lover of My Soul," after which the friends were invited to take a last look at the remains. The pall-bearers were Hon. Lewis B. Woodruff, Hon. Daniel P. Ingraham, Hon. Josiah Sutherland, Hon. Noah Davis, Hon. John K. Porter, Hon. William Mitchell, Hon. O. H. Palmer, Col. Elliott F. Shepard.

There was a large number of the friends of the late Judge present, and among them his attending physicians, Drs. Clark and Packard. The body will be taken to Rochester today for interment.

In the Court of Oyer and Terminer yesterday, ex-Judge Fithian, after a brief eulogy on the late Judge Theron R. Strong, moved that out of respect to his memory the court adjourn.

The motion was seconded by Mr. Clark Bell.

Mr. Justice Davis said it afforded him a melancholy pleasure to be able to show this mark of respect to the late Justice, with whom he had been acquainted.

He accordingly adjourned the court, and directed the clerk to make the proper entry.

Farewell Lecture by Mr. George MacDonald.

Mr. George MacDonald has been requested by Wm. C. Bryant, Henry W. Bellows, J. G. Holland, and others to give a farewell lecture previous to his departure for England. He has accordingly consented to lecture on "Hamlet," at Association Hall, on Thursday evening next.

Chicago Cattle Market.

CHICAGO, Ill., May 16.—Cattle—Receipts, 3,000 head; market quiet, but prices for good shipping grades steady; sales, fair to good, $5@$5 40; choice to extra, $5 50@$6; good eleven half-cwt. Texans, $4 75; Stockers, $4@$4 75; shipments, 3,860 head. Hogs—Receipts, nearly 12,000 head, with a large number left over from previous receipts; market dull and lower; medium to good, $4 75@$5; assorted lots for Canada market, $5 10@$5 15, closing dull, the range being $4 70@$5. Shipments, 11,000.

[Advertisement.]

Artistic in design, beautiful in execution, comfortable, seasonable, and attractive, the KNOX'S Spring style of Gentlemen's hats. Purchase at KNOX'S, No. 212 Broadway.

Departures for Europe.

Per steam-ship City of Boston, for Liverpool.—Mr. Campbell and wife, Mr. and Mrs. McKinny, C. Albright, G. J. Clarke, J. H. Breahy, Manuel Barcia, J. Fernandy, A. Donne and two children, Mrs. Esther Eldridge and son, Benj. Gewdale and wife, Mrs. Farquahar, two children, and nurse, Miss Hannah Walters, Jno. L. Blakee, Manuel Trouttinu, Jas. Sutherland, wife, child, and infant, B. Ferbelman and wife, Mr. Salsheimer and wife, John Hollings, Mr. O'Donnell, Dr. Geo. C. S. Choate, Dr. C. H. Atwater.

Passengers Arrived.

In steam-ship Mandingo, from Havana.—J. Z. Niese and wife, Wm. A Pinkerton, Berrito P. Banes, Francisco Poncelet.

Miniature Almanac—This Day.

Sun rises......4:42 | Sun sets.....7:11 | Moon rises.12:00

HIGH WATER—THIS DAY.

Sandy Hook.11:32 | Gov. Island.12:21 | Hell Gate...1:48

MARINE INTELLIGENCE.

NEW-YORK............FRIDAY, May 16.

Cleared.

Steam-ships City of Brooklyn, (Br.,) Tibbets, Liverpool, J. G. Dale; Batavia, (Br.,) Moreland, Liverpool via Queenstown, C. G. Francklyn; Canada, (Br.,) Webster, Liverpool via Queenstown, F. W. J. Hurst; Washington, (Fr.,) Rosseau, Havre, Geo. Mackenzie; Angila, (Br.,) Small, Glasgow, Henderson Brothers; Assyria, (Br.,) Smith, Glasgow, Henderson Brothers; Hatteras, Lawrence, Hamilton, (Bermuda,) Lunt Brothers; Old Dominion, Walker, Petersburg and Richmond, Old Dominion Steam-ship Co.; Philadelphia, Davis, Philadelphia; Mayflower, Tufts, Philadelphia; Chesapeake, Johnson, Portland.

Ships Hamilton, Rose, San Francisco, Cal., C. Comstock & Co.; Atlas, (Norw.,) Lansen, Broga and Wiburg, Funch, Edye & Co.

Barks Helene, (Norw.,) Nielson, Havre, Funch, Edye & Co.; Frank, Wallace, Havre, Simpson, Clapp & Co.; Viord, (Norw.,) Petterson, Bahia and Pernambuco, Tetens & Bockmann; B. B. Chisholm, (Br.,) Liverpool, N. S., Boyd & Hincken; Argean, Monroe, Genoa, J. W. Elwell & Co.; Albert the Good, (Br.,) Bolt, Queenstown for Falmouth, G. F. Bulley; Witch, Bronsly, Montevideo, Peabody, Willis & Co.; Wallace, McCormick, Havre, Boyd & Hincken.

Brigs Arabell, (Br.,) Brady, Windsor, N. S., D. R. De Wolf & Co.; Hierta, (Br.,) Steen, Tuspan, Murphy & Co.; Shannon, Lanypol, St. Jago de Cuba, Simpson, Clapp & Co.; Mariposa, Staples, Caibarien, J. M. Ceballos; Walter Smith, Smith, Buenos Ayres, J. E. Ward & Co.; Sarah Cornell, (Br.,) Morris, St. Johns, P. R., W. T. Woodruff & Co.; Maurice, Bartlett, Matanzas, B. P. Buck & Co.; Nellie, (Ital.,) Caffero, Gibraltar and Genoa, Slocovich & Co.; Edwin Rowe, Crocker, Laguayra and Porto Cabello, B. J. Wenberg.

Schrs. Lizzie L., (Br.,) Starrett, Kingston, Jam., S. D. Cordova; Promenader, (Br.,) Davidson, Windsor, N. S., Crandall, Bertaux & Co.; Arthur Clifford, Spaulding, Provincetown, J. R. Staples; H. G. Hand, Hand, Jacksonville, Fla., Squire, Thornton & Co.

Arrived.

Steam-ship America, (Ger.,) Buskins, Bremen April 30, and Southampton May 3, with mdse. and 737 passengers to Oelrichs & Co. Experienced heavy westerly winds with high seas the entire passage; May 4, lat. 49 48, lon. 13 45, passed steam-ship Deutschland, hence for Bremen; 9th, lat. 46 52, lon. 35 30, passed steam-ship Mosel, do. do.; 13th, lat. 42 25, lon. 53 22, passed an Inman steamer bound E.; same day, lat. 42, lon. 56 32, passed ship James C. Stevenson, (of Shields,) bound E.; 14th, lat. 40 54, lon. 69 30, passed steam-ship New-York, hence for Bremen.

Steam-ship Benefactor, Jones, Wilmington, N. C., 45 hours, with naval stores to Lorillard Steam-ship Co.

Steam-ship Regulator, Freeman, Philadelphia, with mdse. to the Lorillard Steam-ship Co.

Bark Gemsbok, Bunker, Hong Kong 89 ds., with mdse. to De Groot & Peck. Passed Anjier Feb. 17; April 20, lat. 2 20 S., lon. 35 30, spoke brig R. W. Messer, from Rio Janeiro, for New-York; May 12, lat. 35 50, lon. 73 40, spoke steam-ship Metropolis under sail, having broken her shaft on the third day out from New-Orleans, bound to New-York; all well on board and ship tight; wanted no assistance that we could render.

Bark Viandra, (Norw.,) Some, Marseilles 58 ds., with mdse. to Hand & Swan—vessel to Funch, Edye & Co.

Bark Carlota, (of Turk's Island,) Magune, Cardenas 12 ds., with sugar to Brooks & Co.—vessel to Borland, Dearborn & Co. May 6, off Little Bahama Banks, spoke schr. Clara M. Davis, from Cardenas, for Philadelphia.

Bark Christina, (Ital.,) Castellane, Antwerp 51 ds., with mdse. to Funch, Edye & Co.

Brig Suwannee, Sawyer, Aguadilla, P. R. 13 ds., with sugar to Spencer, Montague & Co.—vessel to Simpson, Clapp & Co. Left bark Campanero, Walker, for Baltimore, in 5 ds.; schr. David Miller, Fletcher, for do., in 3 ds.

Brig William Robertson, (of Boston,) Maguire, St. Pierre, Mart., 15 ds., with sugar to H. A. Vatable & Son—vessel to S. C. Loud & Co. Left in port schr. Anna Susan, for Hampton Roads for orders, in 4 ds.; schr. M. A. Folsom, do.

Schr. G. G. Pomeroy, (of Mystic,) Trible, Jacksonville 13 ds., with lumber to order—vessel to Slaght & Petty. May 11, 40 miles E. S. E. from Cape Hatteras, passed steam-ship Metropolis, from New-Orleans for New-York, with broken shaft and under sail.

Schr. Sam Slick, (of Brixham,) Magford, Palermo 60 ds., and 44 ds. from Gibraltar, with fruit to Phelps Bros. & Co.—vessel to Geo. F. Bulley. Came a southern passage, and had fine weather.

Schr. C. H. Kirk, Robinson, Virginia.

Schr. Lamoine, (of Lamoine,) King, Rio Janeiro, March 27, via Hampton Roads, May 11, with coffee to order—vessel to Miller & Houghton.

Schr. John M. Fiske, (of Provincetown,) Smith, Baracoa 10 ds., with fruit to I. R. Staples & Co.

Schr. Carrie Heyer, Baldwin, Bridgeport.

Schr. J. T. Williams, Meade, New-Haven, for Baltimore.

Schr. Ida A. Jayne, Jayne, Lynn, for Philadelphia.

Schr. Mona, Kelly, New-Haven, for Elizabethport.

Schr. John Kelso, Allen, Glenwood, for Virginia.

Schr. Josephine, Scull, Bridgeport, for Elizabethport.

Schr. George & Edgar, Davis, Bridgeport, for Elizabethport.

Schr. Ripple, Martin, Hartford, for Trenton.

Schr. Fountain, Bennett, Fall River, for Rondout.

Schr. J. H. Young, Carter, Somerset, for Elizabethport.

Schr. E. F. Hawley, Baylis, Somerset, for Elizabethport.

Schr. Texas, Champlin, New-London, for Rondout.

Schr. Avail, Smith, Somerset, for Port Johnson.

Schr. M. J. McNaughton, Burns, New-Haven, for Philadelphia.

Schr. Evelyn, Gates, Brookhaven.

Schr. Golden Rule, Overton, Brookhaven.

Schr. Kate Scranton, Palmer, Providence, for Port Johnson.

Schr. S. A. Falconer, Wilson, Providence, for Elizabethport.

Schr. Cornelia, Baker, Hartford for Philadelphia.

Schr. Lottie Klots, Vaughan, Georgetown, D. C.

Schr. D. W. Vaughan, Thompson, Virginia.

Schr. Sally Ann, Wooley, Virginia.

SAILED—Barks Kate Crosby, for Hamburg; Chas. Forbes, for Port Johnson; brig L. Warren, for Vera Cruz; ship Topgallant, for San Francisco; schrs. Commerce, for Governors' Harbor; Wm. H. Keeney, for Fernandina.

WIND—Sundown, light, S. E.; clear.

By Telegraph.

BOSTON, May 16.—Arr. steamers Saxon and Centipede, from Philadelphia; ship N. Mosher, from Liverpool; barks Bounding Billow, from Messina, and Ann Wheaton, from Pernambuco; brig Isa, from Trinidad.

Also arr. steam-ships Sidon, from Liverpool; Midlothian, from do.; Ida, from do.; Glaucus, from New-York; brigs Open Sea, from Baltimore; Anna D. Terrey, from Hoboken; and bark Scharckeria.

CHARLESTON, S. C., May 16.—Arr. brig Susie J. Strout, from New-York; schrs. Rhodella Blew, from New-York; Fanny Butler, from Portland, Me.

Sld. steamer Falcon, for Baltimore.

FORTRESS MONROE, Va., May 16.—Arr. brig Carl, from Rio, for orders; spoke, April 26, Norwegian ship Gold Fox, from Callao, for Falmouth, 86 ds. out, in lat. 10 30 N., lon. 47 30 W.

Passed in, for Baltimore, brig Jennie Martin, from Demerara.

FORTRESS MONROE, Va., May 16.—Passed out steamer San Jocinto, from Norfolk for Liverpool.

LEWES, Del., May 16.—Passed in, steamer supposed to be the Annie Ainsler, from Liverpool; ship La Gloire, from Hamburg.

European Marine News.

LIVERPOOL, May 16.—The Allan line steam-ship Hibernia, Capt. Archer, from Baltimore April 3, arr. here yesterday.

CARDIFF, May 16.—The steam-ship Glamorgan, Capt. Leybourne, from New-York May 3, arr. here yesterday.

ANTWERP, May 15.—Sld. steam-ship C. F. Funch, Knudsen, from New-York.

TIFFANY & CO.,
Union-square.
TRAVELING BAGS,
DRESSING-CASES, BAGS, FOLIOS, LETTER-CASES, SHAWL-STRAPS, DRAM-FLASKS, CIGAR-CASES, FIELD-GLASSES, &c.

CHENEY BROTHERS,
SILK MANUFACTURERS.
MILLS AT HARTFORD AND SOUTH MANCHESTER, CONN.
Sales-rooms, 477 Broome-st., N. Y.
HAVE NOW OPENED A STORE IN NEW-YORK, EXCLUSIVELY FOR THE SALE OF GOODS OF THEIR OWN MANUFACTURE, CONSISTING OF
Dress Silks, Black, Colored, and Striped, Gros Grains.
Parasol Silks, in all shades and widths.
Marcellines and Florentines.
Foulards, all colors and grades, for Hat, Cap, and Fur Linings and Millinery purposes.
Black and Colored Gros Grain Ribbons.
Sash Ribbons and Belts.
Machine Twist, and Sewing Silk.
Trams, Organzines, and Fine Patent Spun Silks, for Silk Mixture Woolens.
PARTICULAR ATTENTION WILL BE PAID TO ORDERS FOR ANY SPECIAL KINDS OF SILK USED BY MANUFACTURERS, EITHER IN WOVEN FABRICS, OR SILK IN THE SKEIN OR ON SPOOLS.

FREEMAN & BURR,
CLOTHING WAREHOUSES,
138 and 140 Fulton-st., New-York.
FREEMAN & BURR HAVE VERY great pleasure in inviting attention to their new and elegant selections for the present season. The stock is of immense extent and variety, and from the choicest products of the loom from every part of the world.
SPRING OVERCOATS, $5.
SPRING OVERCOATS, $10.
SPRING OVERCOATS, $15.
SPRING OVERCOATS, $20 to $30.
FREEMAN & BURR'S STOCK EMBRACES all the popular styles and fabrics in SUITS and CLOTHING of every description, for all classes and all occasions.
ORDERS for Garments to Measure neatly and promptly executed at moderate prices.
DIRECTIONS for Ordering BY MAIL FREE on application.
SUITS, $10. SUITS, $20.
SUITS, $15. SUITS, $25.
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FREEMAN AND BURR HAVE FOR years made BOYS' and YOUTHS' CLOTHING a specialty. The stock embracing all the favorite designs and most fashionable materials for all ages.
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RULES FOR SELF-MEASURE, Samples of Goods, Illustrated Book of Fashions, and Price List SENT FREE on application.

Gorham Mfg. Co.
Silversmiths.
Salesroom, No. 1 Bond St.
Have opened their Show Rooms for the sale of their STERLING SILVER and fine ELECTRO PLATE,
AT RETAIL.

BROKAW BROTHERS
NOW OFFER
THEIR IMMENSE STOCK
OF
SPRING & SUMMER CLOTHING
FOR
Boys, Youths, and Men,
AT
UNPARELLELED LOW PRICES.
4th-av., Opposite Cooper Institute.
Lafayette-place, Opposite Astor-place.

STORAGE
FOR
VALUABLES
Through the Summer.
All Packages in the City called for and delivered without charge.
BALL, BLACK & CO.,
565 and 567 Broadway.

MEN'S, BOYS'
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CHILDREN'S
SPRING SUITS
MEN'S SUITS, $12, $16, $17, $18.
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J. M. VARIAN & SON,
NOS. 70 AND 72 BOWERY.

BEEBE RANGE
No. 1, LARGEST SIZE, $65.
JANES & KIRTLAND,
Nos. 8, 10 and 12 Reade-st., New-York.

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SUMMER FURNITURE,
THE MOST APPROPRIATE
FOR
SEA-SIDE COTTAGES,
MOUNTAIN VILLAS,
CITY AND COUNTRY HOUSES,
Made up in New and Beautiful Styles.
CHAIRS OF ALL DESCRIPTIONS,
SOFAS AND RECLINING CHAIRS,
WORK-TABLES AND BASKETS,
FLOWER-STANDS, FIRE-WOOD HOLDERS, &c.
BASKETS OF EVERY KIND,
MATS, MATTING,
WINDOW-SHADES,
BROOMS, &c.
Manufactured by
C. WAKEFIELD,
No. 36 CANAL, and No. 129 FRIEND STS., BOSTON.
NEW-YORK SALES-ROOMS,
3 BARCLAY-ST., AND 8 PARK-PLACE.

DURYEAS' GLEN COVE
STARCH DEPOT
HAS REMOVED
From Nos. 49 and 51 Park-Place,
To Nos. 29, 31, and 33 Park-Place,
Corner of Church-Street.
The superiority of their various styles of Starch, particularly DURYEAS' IMPROVED CORN STARCH and DURYEAS' SATIN-GLOSS STARCH, has created so great a demand that the works at Glen Cove, Long Island, have been necessarily vastly enlarged, making the establishment the LARGEST OF ITS KIND IN THE WORLD.
All orders addressed to WILLIAM DURYEA, General Agent, will receive prompt attention.

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FURNACES
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RANGES.
RICHARDSON, BOYNTON & CO.,
Send for Circular. 234 Water St., N. Y.

F. E. SMITH & CO.'S SUPERLATIVE Graham Flour. Atlantic Flour Mills, Brooklyn, N. Y.; best now manufactured; try it. For sale by all grocers.

A. RAYMOND & CO.,
Corner Fulton and Nassau sts.,
CLOTHIERS.
Fine Spring Suits
FOR
GENTS & BOYS.
ALL NEW GOODS.
EVERY STYLE GARMENTS MADE TO ORDER.

HONEST TESTIMONY.
WHAT HON. GEO. STARR HAS TO SAY OF
RADWAY'S READY RELIEF.
A LETTER WORTH READING.
No. 3 VAN NESS-PLACE,
NEW-YORK, Jan. 2, 1873.
Dr. Radway:
DEAR SIR: Impelled by a sense of gratitude on my own part, as well as kindly feeling toward others, who may be so unfortunate to suffer as I have, I take this mode of acknowledging to you the inestimable benefit I have received from the use of your Ready Relief.
With me it has worked wonders. For the last three years I have had frequent and severe attacks of sciatica, sometimes extending from the lumbar regions to my ankles, and, at times, in both lower limbs.
During the time I have been afflicted I have tried almost all the remedies recommended by wise men and fools, hoping to find relief, but all proved to be failures.
I have tried various kinds of baths, manipulations, outward applications of liniments too numerous to mention, and prescriptions of the most eminent physicians, all of which failed to give me relief.
Last September, at the urgent request of a friend, (who had been afflicted as myself,) I was induced to try your remedy. I was then suffering fearfully with one of my old turns. To my surprise and delight the first application gave me ease, after bathing and rubbing the parts affected, leaving the limb in a warm glow, created by the Relief. In a short time the pain passed entirely away, although I have slight periodical attacks approaching a change of weather. I know now how to cure myself, and feel quite master of the situation. RADWAY'S READY RELIEF is my friend. I never travel without a bottle in my valise.
If this testimonial can be of service in calling the attention of others to the virtues of your article, I hope you will give it the widest circulation.
Yours, truly, GEORGE STARR.
R. R. R.
RADWAY'S READY RELIEF
CURES THE WORST PAINS
In from One to Twenty Minutes.
NOT ONE HOUR
after reading this advertisement need any one
SUFFER WITH PAIN.
RADWAY'S READY RELIEF IS A CURE FOR EVERY PAIN.
It was the first and is
The Only Pain Remedy
that instantly stops the most excruciating pains, allays Inflammations and cures Congestions, whether of the Lungs, Stomach, Bowels, or other glands or organs, by one application.
IN FROM ONE TO TWENTY MINUTES,
no matter how violent or excruciating the pain the RHEUMATIC, Bed-ridden, Infirm, Crippled, Nervous, Neuralgic, or prostrated with disease may suffer.
Price, 50 cents per bottle. Sold by druggists.